



## **Safer and Stronger Communities Overview and Scrutiny Committee**

**Date**      **Friday 20 March 2020**

**Time**      **1.00 pm**

**Venue**     **Committee Room 2, County Hall, Durham**

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### **Business**

#### **Part A**

**Items during which the Press and Public are welcome to attend.  
Members of the Public can ask questions with the Chairman's  
agreement.**

1. Apologies for Absence
2. Substitute Members
3. Minutes of the Meeting held on 17 February 2020 (Pages 3 - 14)
4. Declarations of Interest, if any
5. Any items from Co-opted Members or Interested Parties
6. County Durham and Darlington Road Safety Strategy Consultation  
Report of Corporate Director of Resources (Pages 15 - 58)  
Presentation by Paul Watson, Road Safety Manager
7. Quarter Three, 2019/20 Performance Management Report  
Report of Corporate Director of Resources (Pages 59 - 78)
8. Refresh of the Work Programme 2020/21  
Report of Corporate Director of Resources (Pages 79 - 84)
9. Police and Crime Panel  
Report of Corporate Director of Resources (Pages 85 - 88)
10. Such other business as, in the opinion of the Chairman of the  
meeting, is of sufficient urgency to warrant consideration

**Helen Lynch**  
Head of Legal and Democratic Services

County Hall  
Durham  
12 March 2020

To: **The Members of the Safer and Stronger Communities Overview  
and Scrutiny Committee**

Councillor D Boyes (Chair)  
Councillor H Liddle (Vice-Chair)

Councillors B Avery, A Bainbridge, A Batey, J Charlton, R Crute, S Durham,  
D Hall, C Hampson, G Huntington, S Iveson, B Kellett, L Kennedy,  
J Maitland, E Mavin, J Stephenson, D Stoker, K Thompson, J Turnbull and  
C Wilson

**Co-opted Members:** Mr D Balls and Mr A J Cooke

**Co-opted Employees/Officers:** Chief Fire Officer S Errington and  
Chief Superintendent A Green

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**Contact: Amanda Stephenson Tel: 03000 269 712**

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## DURHAM COUNTY COUNCIL

### SAFER AND STRONGER COMMUNITIES OVERVIEW AND SCRUTINY COMMITTEE

At a Meeting of **Safer and Stronger Communities Overview and Scrutiny Committee** held in Committee Room 2, County Hall, Durham on **Monday 17 February 2020 at 9.30 am**

**Present:**

**Councillor D Boyes (Chair)**

**Members of the Committee:**

Councillors B Avery, A Bainbridge, A Batey, J Charlton, R Crute, C Hampson, S Iveson, H Liddle, D Stoker and J Turnbull

**Co-opted Members:**

Mr A J Cooke

**Co-opted Employees/Officers:**

Chief Fire Officer S Errington

**Also Present:**

Councillors P Crathorne, L Hovvels, P Jopling, M Simmons, O Temple and M Wilkes

#### **1 Apologies for Absence**

Apologies for absence were received from Councillors G Huntington, B Kellett, J Maitland, E Mavin, J Stephenson, K Thompson and Mr Balls.

#### **2 Substitute Members**

There were no substitutes.

#### **3 Minutes of the Meeting**

The minutes of the meeting held on 9 January 2020 were agreed as a correct record and signed by the Chair.

In relation to item 7 the Overview and Scrutiny Officer informed the Committee that a response containing the views of the committee had been sent to the Chief Fire Officer regarding the County Durham and Darlington Fire and Rescue Authority Integrated Risk Management Plan (IRMP) Three Year consultation.

The Overview and Scrutiny Officer noted that a response containing the views of the committee had also been sent to Strategic Manager – Partnerships regarding the Safe Durham Partnership Plan 2020-25.

#### **4 Declarations of Interest, if any**

There were no declarations of interest.

#### **5 Any items from Co-opted Members or Interested Parties**

There were no items from Co-opted Members or Interested Parties.

#### **6 Media Relations**

The Overview and Scrutiny Officer referred members to the recent prominent articles and news stories relating to the remit of the Safer and Stronger Communities Overview and Scrutiny Committee.

Articles included “Fine for unlicensed scrap metal dealer” DCC website 6 February 2020 that related to a scrap metal dealer who was prosecuted and fined for not having a licence to trade in the material during an operation to crack down on unlicensed dealers. This related to item 9 on the Committee’s agenda that would be presented by the Consumer Protection Manager.

The second article was “Illegal tobacco – appeal to public to help stop kids smoking”, Northern Echo 21 January 2020. The article related to the Keep it Out campaign aimed at people in County Durham being encouraged to help stop local children from smoking by reporting the sale of illegal tobacco by dishonest shops or through private homes or ‘tab houses’ to the Police, Trading Standards or HMRC. This also related to item 9 on the Committee’s agenda.

Councillor Boyes was concerned that the scrap dealer mentioned in the media article that had been caught recently had been operating without a license for over two years. He thought these types of licenses were operated and monitored in the same way as taxi licenses.

Councillor Crathorne stated that she was unclear as to what the scrap metal licenses looked like so would not be able to tell whether a scrap metal dealer had a valid license or not.

Councillor Boyes was unsure how scrap metal licenses were displayed unlike taxi badges which were displayed in the vehicle.

The Overview and Scrutiny Officer agreed to circulate information to members.

## **7 Drug and Alcohol Recovery Service Update**

The Committee considered a report of the Director of Public Health, Adult and Health Services that provided Members with an update on the County Durham Drug and Alcohol Service (DARS) delivery.

The Chair introduced the Public Health Strategic Manager who was in attendance to give an update on DARS and share progress made to date since the last report that was presented in January 2019. The Public Health Strategic Manager informed the committee that the new contract that commenced in September 2017 had embedded well. Members were informed that in the last 18 months the DARS had established many new pathways that had transitioned more outreach workers to provide a more accessible, fully mobilised service.

The Public Health Strategic Manager notified the committee that the performance of DARS was reviewed on a quarterly basis by the Drug and Alcohol Strategy Group that reported to the Safer Durham Partnership. She explained that the service had formed pathways with Humankind that worked alongside Spectrum Community Health Community Interest Company (CIC) to deliver services.

As part of the new contract, the Public Health Strategic Manager explained that they had decommissioned three recovery centres but had kept three centres located at Whinney Hill, Consett and Stanley. The remodelled service included outreach provision to clients in the community rather than clients coming to them and the service was built around the family and young children. She added that a Health Needs Assessment (HNA) had also been carried out to look at the further needs of long-term opiate users.

The Public Health Strategic Manager noted that an inspection had been carried out by the Care Quality Commission (CQC) in 2018 that had ranked the service 'as requiring improvement'. Members noted that at the time of the inspection, the service was only four months into the new contract and still in the infancy stage. Members were informed that an action plan had been implemented and the next inspection was expected in March 2020.

The Public Health Strategic Manager informed the Committee that there were 3,035 clients by the end of quarter two and the number of successful completions was stable with several clients getting into recovery leading fulfilling lives. In addition, there were now 40 outreach workers across the County and clinical intervention covered areas that had no provision in the past.

The Public Health Strategic Manager advised the Committee that there had been pathways established with the Criminal Justice Network, prison service, the police and children and family services through the Youth Justice Service and had created better integration and partnership working. Members were advised that there were 121 clients being supported through the Criminal Justice Team which was a huge increase from the previous 35. In addition, 311 children and families had access to the service through the multi-agency safeguarding hub (MASH).

The Public Health Strategic Manager supported the significant developments within hospital settings in both the Lanchester and North Durham hospitals with recovery workers gaining access to hepatology, maternity services and paediatric wards with 100 new referrals made to the drug and alcohol team. In addition, there had been developments within the Primary Care Trust with the increase in prescriptions for gabapentin and in GPs offering flu vaccinations for clients with respiratory diseases and long-term conditions.

The Public Health Strategic Manager explained that a new Housing Solutions Outreach Worker had been employed to engage with people who were sleeping rough in Durham City that had led to them liaising with Housing Solutions for help. She noted that a harm reduction death group had been established to aim to prevent and reduce the number of deaths from substance misuse. Naloxone kits had been rolled out to vulnerable services to include families, carers and custody suites to counteract the effects of drugs when people overdosed. She added that a programme had been recognised for pharmacies to also give them out.

Councillor Charlton asked if there was capacity within the budget if the service engaged with more and more clients.

The Public Health Strategic Manager responded that the new model of working had enabled better provisions for the service to engage with service users but it had not brought in many more extra clients. She added that although the budget remained the same for this year and next, it was unclear how it would be funded in the future.

Councillor Bainbridge asked if the Outreach Worker was focused on working with rough sleepers in the Durham City area.

The Public Health Strategic Manager informed the Committee that the Outreach Worker was part of a bigger programme regarding rough sleepers that involved Housing Solutions that had success in getting people into homes. She added that the service had received funding from housing providers and the Outreach Worker reacted to specific work in Durham City but the programme looked at County Durham as a whole. She highlighted that the service also looked at people at risk of homelessness and not just those known to be rough sleeping so issues were picked up earlier and potentially referred to the Drug and Alcohol team if needed.

Councillor Boyes enquired as to what work was carried out with people in or coming out of prison who had drug and alcohol issues.

The Public Health Strategic Manager notified the Committee that Humankind had won the contract with prisons across the region to carry out work with people with drug and alcohol issues within the prison system.

The Service Manager, Humankind stated that Humankind and Spectrum Community Health CIC were integrated to interface better with people in and out of prison so that treatment was seamless and there were no gaps.

The Public Health Strategic Manager noted that the prison outreach worker worked with the health worker to ensure there were strong links into the prison.

Councillor Turnbull was disappointed that due to GDPR a Councillor could not find out the progress or outcomes of a person who they had referred to housing. He noted good work undertaken by the Drug and Alcohol Recovery Service but was concerned at the number of needles and drug paraphernalia that was dumped in villages. Cllr Turnbull asked how this could be prevented.

The Service Manager, Humankind responded that if the problem areas were reported, the service could respond by examining how things could be done differently like adding additional bins or needle exchange sites. He added that through partnership working, education could also be provided to users in those areas to the dangers of dumping needles. He noted that this multi-pronged approach would take time but could be achieved.

Councillor Boyes requested some form of update to be given to Councillors on people who were rough sleepers that were helped by Councillors.

The Public Health Strategic Manager stated that an update for Councillors may be difficult due to GDPR as they did not set regulations on this area. She agreed to forward concerns raised by Members to the services involved and explore if options were available within regulations to provide feedback to Councillors.

Councillor Temple praised the good work that had been covered in the report and said that the North East had some of the highest rates of deaths from drug misuse in the country which were roughly double the national average. He asked when we would see improvements in this area and were there any national initiatives that we could learn from. He was aware that things were done differently in other parts of the country and knew that poverty played a part in the amount of drug and alcohol misuse. He noted that Ron Hogg, former Police, Crime and Victims' Commissioner was a great believer in changing behaviour and policing towards drug users and asked if there would be any safe spaces created for people to inject.

The Public Health Strategic Manager stressed that the rates of deaths related to inequalities in the North East and County Durham. She noted that there were positive engagement rates with Naloxone being rolled out that counteracted the effects of drugs in the case of overdose. In addition, it was highlighted that work had been carried out around safer consumption as part of the Health Needs Assessment but would cost over £1million to undertake. She emphasised that the new model of working had been effective with safer consumption.

Councillor Temple requested further information to when the number of completion rates would reflect the decrease in deaths. The Public Health Strategic Manager could not give an exact date as there were a lot of factors that would have to be considered. Councillor Boyes stated that this could be followed up at a future Committee meeting.

Councillor Crathorne commented on the positive work and engagement undertaken by the service and asked if the figures reflected people who had successfully completed treatment and were without drug and alcohol.

The Public Health Strategic Manager stated that in the report the successful completion rates measured people that had been in the service for 5 years to be completely free of drug and alcohol. She added that within that time they may have come back into the service numerous times but the more they came back the greater the chance of recovery. Members were referred to the graph within the report that showed that opiate users in the County were higher than some of the national targets for England. She noted that people had gone into completion if they did not represent themselves within six months.

Councillor Crathorne stated that more need to be done on the ground targeting drug dealers to stop the vicious circle.

The Public Health Strategic Manager stated that there were improved relations with the Police and Prison Service that had made progress but more needed to be done.

## **Resolved**

That the report be noted.

## **8 Counter Terrorism and Security Act 2015 - Prevent Update**

The Chair introduced Detective Inspector, Melvin Sutherland Durham Constabulary who was also the Counter Terrorism Prevent Supervisor. He was in attendance to provide Members with a presentation to provide an update of the partnership's progress in meeting statutory duties contained within the Counter Terrorism and Security Act 2015 and an update on partnership working.

There were four elements to counter terrorism:

- Pursue – to stop terrorist attacks
- Prevent - to stop people becoming or supporting violent extremists
- Prepare – to mitigate the impact if an attack cannot be stopped
- Protect – to strengthen the overall protection against terrorist attacks

The Detective Inspector, Durham Constabulary informed the Committee that the UK threat level from terrorism had been reduced to substantial, meaning an attack was likely. He also informed the committee that a nation review of Prevent was being undertaken and a new chair was being recruited to take the work forward.

On a regional level the Detective Inspector, Durham Constabulary noted that a Prevent forum existed for elected members and officers where key speakers and learning of good practice was shared. Signs and symbols on the internet or graffiti were looked for that may also gauge where community tensions may exist and from where action may be taken.

The Detective Inspector, Durham Constabulary notified the Committee that there was a Local Counter Terrorism Network between the police and other organisations like the British Army, private organisations and the Council who acted as champions to assist with intelligence and serve as eyes and ears on the streets to identify threats. He added that there were currently 80 champions who were updated with refresher packs to keep them well informed.

The Strategic Manager - Partnerships highlighted that Prevent had been included as a topic area in events for Safeguarding Week held in November 2019 where staff who attended were given information and they learned what signs to look out for. She noted that the Home Office had produced an eLearning package for members of the public to ensure they were aware of what to look out for to spot the signs of suspicious behaviour and understand what to do in the event of a major incident, which she agreed to circulate the link for. She added that the Home Office had also produced a self-assessment under the security act that comprised of 10 bench markers that included local ones that had been delivered over the last few months.

The Detective Inspector, Durham Constabulary explained that a Community Cohesion toolkit had been created that linked in with the Area Action Partnerships to monitor any rise in community tensions. He noted that resources could then be put in place in an area if tensions were detected. He added that the toolkit was available on the intranet.

He added that although referrals for Prevent and the multi-agency Channel support programme had increased, the threats had been stable but people's vulnerability through loneliness could also draw them into terrorism online.

Councillor Wilkes wanted to know if the referrals were all located in the same geographical area in County Durham.

The Detective Inspector, Durham Constabulary replied that the referrals were spread evenly but there were less in Darlington than Durham. He noted that there was more of an online presence rather than a physical presence as the number of marches had declined but younger children were vulnerable to being targeted and radicalised online.

The Chief Fire Officer wanted to know if the referrals were right wing and whether there had been a decrease due to Brexit.

The Detective Inspector, Durham Constabulary responded that there had been an increase in referrals relating to Brexit but they had been dealt with at an early stage. He noticed that online activity had reduced around the time of the general election in December which may indicate that this was because people felt that they had a voice through their vote.

## Resolved

That the report be noted.

### 9 Consumer Protection - Enforcement and Intervention Activity

The Committee considered a report of Corporate Director of Resources that provided members with background information on enforcement and intervention activity by the Council's Consumer Protection Service.

The Chair introduced the Consumer Protection Manager who was in attendance to Provide the committee with a presentation on the work carried out by the Consumer Protection Service.

The Consumer Protection Manager explained that the service covered Trading Standards, Licensing Administration and Enforcement teams. On a National level the priorities for Trading Standards included:

- Doorstep Crime  
Customers were misled into fraudulent trading over the doorstep. Consumer Services worked in partnership with the Police, GP surgeries, Mental Health practitioners to help get information out to people to help prevent this as the crime was under reported. There had been 30 months imprisonments of people who had been caught within Durham, North Yorkshire and Northumbria with offenders paying compensation orders to victims
- Counterfeit Goods  
There were new ways of people obtaining counterfeit goods that were coming into the Country. This not only provided a loss to victims but also to the brand holder. This was also linked to organised crime.
- Underage Sales  
The Business Compliance team dealt with underage sales and age restrictive goods such as alcohol, tobacco, fireworks, knives. The team also carried out test purchasing at premises with underage children who tried to buy age restrictive goods.
- Illicit tobacco and alcohol  
The service supported Keep Fresh to prevent the selling of illicit tobacco. A campaign 'Keep it Out' had been launched to encourage members of the public to inform authorities of the illegal selling of tobacco through private properties called tab houses.

- Scams  
The service worked in partnership with National Scams team who promote 'Friends against Scams' to educate people and visit victims in their homes to advise on the dangers of scams. Victims did not always admit to how much they had been scammed. Work had also been carried out with the Young friends against scams with young people educating grandparents and parents on the dangers of scams.
- General fair trading  
There were issues with the motor and puppy trade with people being scammed, not getting repairs or refunds on faulty cars and puppies becoming ill or dying soon after being bought. New enforcement powers had been brought in regarding properties that helped deal with landlords relating to tenants fees. Fixed penalties could be issued.

The Consumer Protection Manager informed the Committee that the Licensing department was busy arranging hearings for new applicants or if there were changes to licences. He noted that there were on average approximately one hearing per week. He added that a new online application service had been launched for taxi drivers which had incurred a few teething problems but all in all was being used well. The Licensing Enforcement Team were also busy with 59 licence holders being taken to committee for conduct, behaviour or criminal convictions.

The Consumer Protection Manager notified the Committee that partnership working had taken place and links had been established with Immigration Officers regarding illegal workers in the County in licensed premises. He added that Brexit had the potential to cause issues within the service with regards current suppliers who may be considered to be importers as a result of the changes.

The Consumer Protection Manager notified the Committee that there had been a restructure within the Consumer Protection service. The Service was now known as the Public Protection Service that included Trading Standards, Licensing, Neighbourhood Interventions and Community Safety.

The Consumer Protection Manager agreed to forward a copy of the scrap dealers licence to be circulated to members for awareness purposes.

Councillor Wilkes was concerned that a shop in Framwellgate Moor had given Durham County Council negative publicity as it had been able to keep its licence even though it had been caught three times selling alcohol to underage children. He asked for further information on how many times licence holders could commit offences before action was taken.

Councillor Wilkes also asked how long after premises had been tested and failed that Officers could go back to retest. He added that he was also aware of premises linked to underage sales that also tended to leave waste and pallets outside making the area untidy and asked if there was any joint up working the Clean and Green Team.

The Consumer Protection Manager acknowledged that there was no guidance as such on predetermining the outcome of a Committee's decisions as each case was determined on the individual circumstances. Officers looked at all the evidence gathered before taking the case to Committee. In relation to the shop at Framwellgate Moor, it was noted that it had changed hands numerous times and had conditions added to its licence with strict restrictions that were required to be complied with. He added that with due diligence, Councillors could not be kept informed of these operations nor premises identified with an operation.

The Consumer Protection Manager informed the Committee that with underage test purchasing, significant evidence and preparation was required and an order must be applied for through the Magistrates Court before any test purchase action could be taken. Although enforcement work was carried out with Police regarding the licence the Consumer Protection Manager was unsure as to whether Clean and Green was linked into regarding waste. He noted that this could be a wider public nuisance and could be looked at in the future.

Councillor Wilkes highlighted that if waste was looked at it would show that the store was not managed well and asked what the shortest time could an Officer go back and retest the shop.

The Consumer Protection Manager clarified that authorisation from the Magistrates Court lasted an initial three months and once a premise had been caught further investigations had to take place to see who had sold the goods, management structures and identify the premises holder. The Consumer Protection Manager explained that if all the information was gathered within the three months Officers could go back and retest.

Councillor Boyes gave an example of a public house in his division that had been shut down as they had been caught on two occasions of underage sales.

The Consumer and Protection Manager stated that protocols were adhered to but all cases were individual and they may not all warrant the same response. He noted that if rules were too rigid then it may not result in the right decision being made. The Consumer and Protection Manager added that the service, prior to any closure of premise would focus on having well run establishments. Therefore, other sanctions could be imposed for example conditions applied to the licence or a suspension of a licence that people would need to adhere to in order to continue business in the future.

Councillor Boyes felt that consistency may need to be looked at on individual points.

Councillor Jopling was concerned that young people were targeted and small shops could offend time and time again. The welfare of young people needed to be protected to prevent them becoming alcoholics in the future. She added that stronger lines were required for youngsters as they were not aware of the ramifications down the line of what damage alcohol could do.

Councillor Batey welcomed news that the anti-social behaviour team was being transferred to community protection as she felt that there were a lot of synergies between this team and the work of other teams in this area.

**Resolved**

That the report be noted.

**10 Police and Crime Panel**

The Committee received a report of Corporate Director of Resources that provided members with an update on agenda items that were presented to the Panel.

The Overview and Scrutiny Officer informed the committee that at its meeting in January 2020, the Police and Crime Panel (PCP) considered the Countering Terrorism, the Police, Crime and Victims' Commissioner's Quarterly Performance report and the key item the precept consultation.

Councillor Boyes reiterated that this Committee was the link to feed any issues into the PCP.

**Resolved**

That the report be noted.

**11 Overview and Scrutiny Review Update**

The Overview and Scrutiny Officer gave a verbal update in relation to the review of activities of the Committee. He advised that the next stage for this work would be to comment on consultation of the draft road safety strategy.

**Resolved**

That the verbal update be noted.

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**Safer and Stronger Communities  
Overview and Scrutiny Committee**

20 March 2020



**County Durham and Darlington Road  
Safety Strategy – Consultation**

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**Report of John Hewitt, Corporate Director of Resources**

**Electoral division(s) affected:**

Countywide

**Purpose of the Report**

- 1 To provide the Safer and Stronger Communities Overview and Scrutiny Committee with background information in advance of a presentation on consultation of the County Durham and Darlington Road Safety Strategy.

**Executive summary**

- 2 The consultation seeks comment from the Committee on the proposed strategy (Appendix 2) in relation to approaches for its delivery by partner agencies and overcoming challenges to raise awareness of road safety initiatives with hard to reach groups.

**Recommendation**

- 3 Members of the Committee are asked to note information contained within this report and presentation and provide a response to the consultation.

**Background**

- 4 The County Durham and Darlington Casualty Reduction Forum has produced a road safety strategy to provide a delivery framework for maintaining and improving road safety in County Durham and Darlington. The Forum's membership includes, Durham County Council, Durham Constabulary, County Durham and Darlington Fire and Rescue Service, Highways England, and Darlington Borough Council.
- 5 The overall aim of the strategy is to reduce the severity and number of people injured on our roads. It looks at all road users, but focuses on key groups who have been identified as particularly at risk from injury:

- (a) younger drivers (17-24 years old)
- (b) older drivers (over 55 years old)
- (c) children (up to 16 years old)
- (d) cyclists
- (e) at work drivers
- (f) motorcyclists
- (g) pedestrians

6 The Strategy aims to:

- (a) ensure a better coordinated approach between all partners, so we can support each other
- (b) create checks to make sure things are happening correctly and introduce a delivery plan that we can monitor frequently
- (c) update and amend programmes and initiatives based on the evidence and data we collect
- (d) make sure we help and support all road user groups to ensure successful education, knowledge building, awareness raising and promotion

7 The Strategy is supported by a delivery plan that details actions to be taken by partners to address the key road user groups. Performance measures within the strategy are to be monitored on annual basis against casualty statistics, key road users and risk-taking behaviours and reported to the Safe Durham Partnership, respective Cabinet Members and delivery partners.

### **Overview and Scrutiny activity**

8 Road Safety is a topic of great interest to the Safer and Stronger Communities Overview and Scrutiny Committee. The Committee has undertaken overview and scrutiny reviews on Road Safety and Young people, part time 20mph schemes and held a focused meeting on young drivers and the fatal four causation factors for collisions. In addition, within its response to consultation on the Safe Durham Partnership Plan, the Committee requested Road Safety be included within the plan.

9 The Committee has also undertaken activity within the development of the road safety strategy and held working group meetings in May and

October 2019. The working group meeting in May provided an overview session for the development of a strategy and the meeting in October considered presentations on road casualty statistics and partnership activity.

- 10 Following the October meeting a response from Cllr Heather Liddle, Chair of the working group to the Road Safety manager and respective Cabinet Portfolio holders. The response provide comment for the proposed strategy to include a link deprivation, climate change, focus on targeted groups and further intelligence on incident data, promotion of campaign activity and work that is delivered through a co-ordinated partnership approach.
- 11 Paul Watson, Road Safety Manager will be in attend the Committee's meeting to deliver the presentation that is attached in appendix 3 and invite comment from the Committee to consultation on the strategy. Further details on the consultation can also be accessed from the following link <http://www.durham.gov.uk/article/22773/Consultation-on-road-safety-in-the-county>

## **Conclusion**

- 12 The report and presentation provide an opportunity for Members to consider and comment on the road safety strategy

## **Background papers**

- None

## **Other useful documents**

- None

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**Contact:** Jonathan Slee

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## **Appendix 1: Implications**

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### **Legal Implications**

None.

### **Finance**

None.

### **Consultation**

The report invites comment on consultation of the Road Safety Strategy.

### **Equality and Diversity / Public Sector Equality Duty**

None.

### **Human Rights**

None.

### **Climate Change**

The report includes actions to reduce the environmental impact that motorised vehicles have on air quality and promote walking and cycling.

### **Crime and Disorder**

The report makes reference to approaches to enforcement activity to contribute to road safety within County Durham.

### **Staffing**

None.

### **Accommodation**

None.

### **Risk**

None.

### **Procurement**

None.

# County Durham & Darlington- Road Safety Strategy

Date	Feb 2020
Version	V4
Status	Draft

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## **1. Introduction**

- 1.1 This Road Safety Strategy has been developed in partnership between Durham County Council, Darlington Borough Council (the 'Councils'), Durham Constabulary and County Durham & Darlington Fire & Rescue Service. It provides a delivery framework for maintaining and improving road safety in County Durham and Darlington.
- 1.2 Road casualties have reduced in recent years which is to be welcomed. However, we need to continue to strive to reduce road casualties even further. Every fatality is a tragedy for the family and friends involved. Also, serious injuries can be life changing and far reaching in their consequences for all involved.
- 1.3 The human cost of road casualties can never be fully quantified. However, using the Department for Transport's methodology we can attach an economic cost to the prevention of road casualties in County Durham and Darlington and this is estimated at £89 million per annum which provides a further imperative to reduce road casualties.
- 1.4 This annual figure is based on the cost for the prevention of each road casualty classification as determined by the Department for Transport:
- Fatal Collision
  - Serious Collision
  - Slight Collision
- 1.5 The production of this Strategy provides all partners with a foundation from which road safety programmes can be designed, implemented and evaluated.

## **2. Strategy Objectives**

- 2.1 The primary objectives of the Road Safety Strategy are:
- Provide a coordinated approach to data led programmes of road safety work
  - Maintain a downward trend in casualties and severity across all road user groups
  - Specifically target those road user groups over-represented in casualty statistics
  - Improve the safety of all highway users
  - Promote and encourage safer healthier modes of travel and contribute to carbon reduction and air quality
  - Reduce the burden that road casualties have on all agencies including the NHS.

### **3. Strategy Benefits**

3.1 An effective Strategy can deliver significant benefits including:

- Saving lives and prevents (often life-changing) injuries
- Enabling people to live healthy and fuller lives
- Preventing emotional and psychological trauma associated with being involved directly in a road traffic collision
- Saving an immense amount of public money
- Reducing the burden on over-stretched public services, such as health and social care
- Supporting other public policies, such as improving health by helping and encouraging people to walk and cycle in a safer and attractive environment
- Helping to tackle health inequalities
- Improving community cohesion and quality of life of all road users.
- Reduce the environmental impact that motorised vehicles have on air quality.

### **4. Approach to Road Safety Delivery**

4.1 Our approach to maintaining and improving road safety is based on a traditional 4 'E's' approach:

- **Education**
- **Engineering**
- **Enforcement**
- **Evaluation**

#### **Education**

4.2 This aspect of the Strategy will be addressed by:

- Targeted road safety education, training and campaigning in schools and colleges;
- Delivering safety campaigns within communities and neighbourhoods;
- Delivery of training schemes for vocational drivers including younger and older drivers;
- Engaging with businesses to promote a safer road user culture;
- Using a targeted approach to address the vulnerable road user population; and
- Promoting safer road use through community events, social media and websites.

#### **Enforcement**

4.3 Enforcement plays a key role in changing the behaviour of the driving population to instill a responsible attitude to driving. This aspect of the

Strategy will be achieved by:

- Durham Constabulary enforcing road traffic law enforcement with particular regard to speeding, drink/drug driving, mobile phones and driving and seat belts/restraints also known as the Fatal 4;
- Depriving criminals use of the road through intelligence led policing of uninsured vehicles and unlicensed and banned drivers;
- Ensuring compliance with all legislation in respect of vehicles and drivers in the commercial sector;
- Deterring illegal, dangerous and careless behaviour on the road;
- Identifying known offenders;
- Identifying the causation factors in crashes;
- Helping to educate, and change the attitudes and behaviour of road users through attendance on offender re-training courses;
- Preventing other forms of crime; and
- Identifying and removing dangerous vehicles.

## **Engineering**

4.4 The delivery of quality infrastructure schemes that influences road user behaviour is a key aspect to sustained casualty reduction. This will be achieved by:

- The analysis of casualty data to establish those locations that will benefit from infrastructure improvements and traffic calming;
- The delivery of 20 mph projects at those communities with the greatest need;
- Implementing of low-level highway improvements and local safety schemes that encourage safer road use with particular reference to the vulnerable road user;
- Evaluating new developments to ensure that their design promotes slower speeds and a safer road environment for all road users;
- Implementation of safety audits; and
- Identifying proportionate and suitable strategies for reducing speeds and addressing community concerns. These include Community Speed Watch, Vehicle Activated Signs, mobile speed enforcement and the implementation of the 20s programme.

## **Evaluation**

4.5 The partners will continue to monitor and evaluate collision statistics to ensure that all interventions are data and intelligence led.

4.6 Evaluation plays an integral part of this vision and Strategy and is integrated into every programme to establish the impact that the action has on casualty levels and road users. We will:

- Undertake annual casualty analysis to identify appropriate interventions;

- Measure the effectiveness of road safety initiatives through casualty data;
- Monitor casualty data by key road user group; and
- Record casualty data at an area level with particular reference to children and other vulnerable road users.

4.7 This Strategy outlines how education, training and publicity is used to maintain and improve road safety in County Durham and Darlington. However, this is not done in isolation of engineering and enforcement programmes where education can play a significant role in complementing such activities.

4.8 There is a correlation between the volume of traffic in the county as a whole and the number of accidents. The volume of traffic is driven by social economic factors such as population and economic activity. This helps to underline that there is a road safety benefit from sustainable transport initiatives to encourage modal shift from cars to public transport, cycling and walking.

## **5. Road Safety Partnerships**

5.1 Partnership working is a vital ingredient for a successful road safety Strategy to ensure a joined-up approach and to raise public awareness of safety and sustainable transport. Road safety delivery agents, such as the Police, Fire and Rescue Services and Public Health agencies, all have a duty to help prevent road crashes and casualties.

5.2 In terms of governance of the Strategy, there is a strategic group to oversee delivery of intervention programmes, and an operational group responsible for actual delivery, coordination, monitoring and evaluation of road safety performance.

### **County Durham and Darlington Road Safety Partnership (Delivery Group)**

5.3 This partnership is responsible for the coordination and delivery of road safety initiatives and projects aimed at encouraging safer road user behaviour and is made up of delivery representatives from the following organisations:

- Durham County Council;
- Durham Constabulary;
- Durham Police, Crime and Victim's Commissioner's Office;
- County Durham Fire & Rescue Service; and
- Highways England.
- Public Health

### **County Durham and Darlington Strategic Road Safety Partnership**

5.4 This partnership is responsible for providing strategic direction, performance monitoring and resource allocation to the County Durham and Darlington Road Safety Partnership. The partnership consists of

senior and strategic representatives from the organisations represented in the delivery group.

### **Road Safety Great Britain – North East**

- 5.6 Road Safety Great Britain North East (RSGB NE) is a regional casualty reduction partnership involving:
- 12 Local Authorities,
  - 3 Police Forces,
  - 4 Fire and Rescue Teams and
  - Highways England.
- 5.7 The remit of RSGB NE is to disseminate publicity and marketing to the whole NE region to promote safer road use. Staff from the delivery group represent the sub-region at RSGB NE meetings to demonstrate that a coordinated approach is taken when addressing road safety,
- 5.8 The partnership will continue to work with and support RSGB NE in the delivery of their campaigns and activities.
- 5.9 In addition, any national road safety campaigns delivered by the Department for Transport or via colleagues in the emergency services, will be supported by the partnership.

### **Future Partnership Development**

- 5.10 A key element of the Strategy is to establish a methodology for engaging with existing and new partners and ensuring that training opportunities, education initiatives and publicity messages are cascaded to the widest possible audience.
- 5.11 To deliver the Strategy the partnership will strive to enhance working with all agencies with an interest in casualty reduction including:
- Emergency Services
  - Public Health
  - Community Groups
  - Educational Establishments
  - Businesses
  - Third Sector
  - Charities
- 5.12 In County Durham the work of the delivery partnership will feed into the wide Safer Durham Partnership for monitoring and reporting purposes.

## 6. Legal Framework for Implementation of the Strategy

6.1 While central government sets the regulatory framework for roads, vehicles and road users, and national road safety strategies, road safety delivery occurs primarily at the local level with Local Government being the lead delivery agent, working in partnership with many other agencies and stakeholders, predominantly with emergency services colleagues.

6.2 Local authorities have various statutory duties related to road safety:

**The Road Traffic Act 1988** (Section 39) requires local authorities in Great Britain to:

- take steps both to reduce and prevent accidents
- prepare and carry out a programme of measures designed to promote road safety
- carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area
- take such measures as appear to the authority to be appropriate to prevent such accidents

**The Road Traffic Regulation Act 1984** (Section 122) requires local authorities in Great Britain to:

- to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)

**The Traffic Management Act 2004** (Section 16) requires local authorities in England and Wales to manage and maintain their road networks to:

- secure the expeditious movement of traffic on, and the efficient use of, their road networks
- avoid, eliminate or reduce road congestion or other disruption to the movement of traffic on
- their road network or a road network for which another authority is the traffic authority.

6.3 Durham and Darlington Fire and Rescue are a key emergency services partner in the delivery of road safety programmes.

The **Fire and Rescue Services Act 2004** sets out the responsibilities of Fire and Rescue Authorities (FRAs).

There are four key responsibilities for FRAs that they must ensure that they make provision for including:

- extinguishing fires in their area
- protecting life and property in the event of fires in their area
- rescuing and protecting people in the event of a road traffic collision, and

- rescuing and protecting people in the event of other emergencies.

FRA's also need to collect information to assess risk in their areas as well as protect the health and safety of their workers. The **Fire and Rescue Services Act 2004** also gives the Government responsibility for producing the Fire and Rescue National Framework which outlines the Government's high-level priorities and objectives for FRA's in England. The National Framework's priorities for FRA's are to:

- identify and assess the full range of foreseeable fire and rescue related risks their areas face, make provision for prevention and protection activities and respond to incidents appropriately
- work in partnership with their communities and a wide range of partners locally and nationally to deliver their service
- be accountable to communities for the service they provide.

6.4 In terms of the Police, The National Police Chiefs' Council takes responsibility for the writing and dissemination of policies in respect of road safety, casualty reduction, policing of traffic, drugs, alcohol and victim support. Other policies are determined by the chief constable.

## 7. Casualty Statistics

7.1 Collision data and the associated injuries are recorded by Durham Constabulary onto STATS 19 and reported to Durham County Council and Darlington Borough Council for recording, analysis and monitoring purposes.

7.2 There are factors, some positive and some negative, that affect road safety that are largely outside of the influence of the partners and these include:

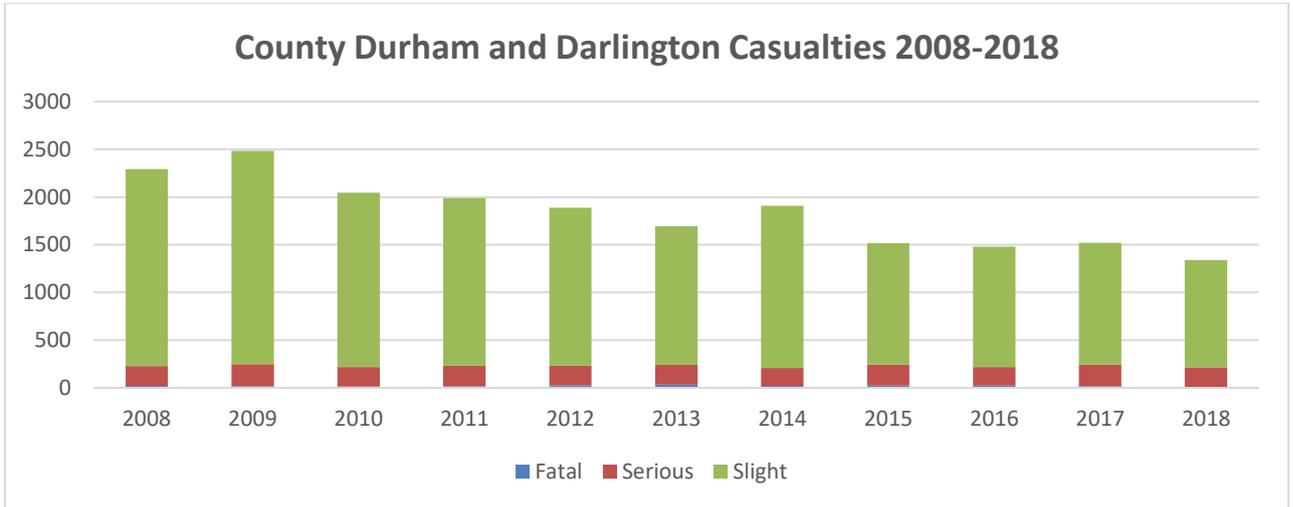
- traffic volumes; and
- Improvements in motor vehicle safety; and
- Costs of car ownership.

7.3 For the purposes of the Strategy casualties will be reported across the Durham Constabulary area (County Durham and Darlington Councils) and individually for local reporting as Durham County Council and Darlington Borough Council.

### **All Casualties by Severity in the Durham Constabulary Area (County Durham and Darlington.)**

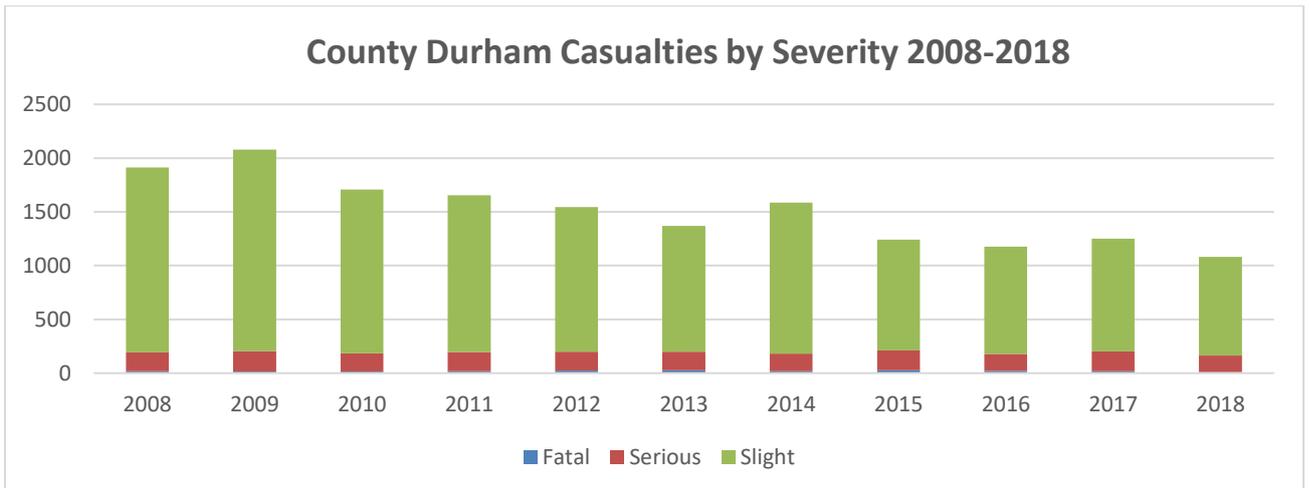
7.4 The following table details road casualties by severity over the last 10 years as reported by Durham Constabulary:

Casualty Severity	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Fatal</b>	20	18	16	19	27	34	20	26	24	19	11
<b>Serious</b>	207	230	201	213	206	207	188	218	193	227	204
<b>Slight</b>	2067	2237	1827	1757	1655	1452	1699	1272	1263	1275	1125
<b>Total</b>	2294	2485	2044	1989	1888	1693	1907	1516	1480	1521	1340



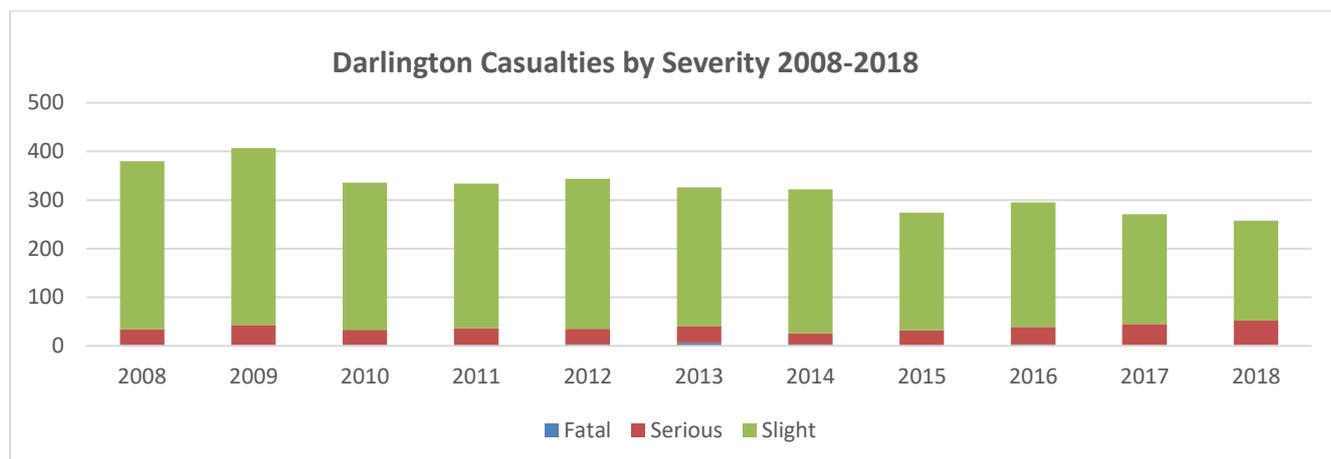
### County Durham Casualties by Severity 2008 – 2018

Casualty Severity	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Fatal</b>	18	16	14	19	24	28	17	26	21	18	9
<b>Serious</b>	175	189	170	177	174	172	165	186	157	183	154
<b>Slight</b>	1721	1873	1524	1459	1346	1168	1403	1030	998	1049	919
<b>Total</b>	1914	2078	1708	1655	1544	1368	1585	1242	1176	1250	1082



## Darlington Casualties by Severity 2008-2018

Casualty Severity	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Fatal</b>	2	2	2	0	3	6	3	0	3	1	2
<b>Serious</b>	32	41	31	36	32	35	23	32	36	44	50
<b>Slight</b>	346	364	303	298	309	285	296	242	256	226	206
<b>Total</b>	380	407	336	334	344	326	322	274	295	271	258



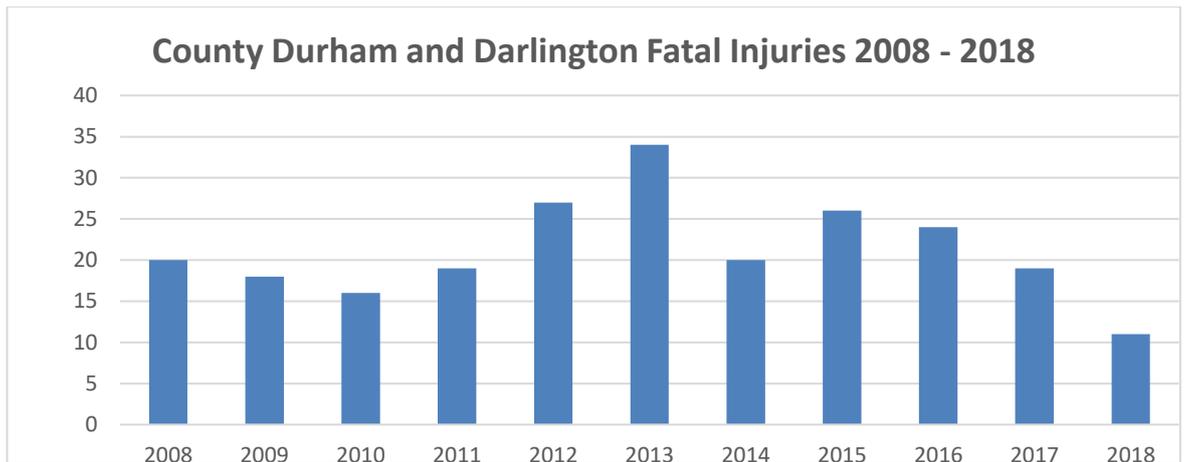
7.5 In the last 10 years Durham County Council and Darlington Borough Council has overseen:

- A 40% reduction in all recorded injury collisions;
- A 20% reduction in serious injuries; and
- A 49% reduction in slight recorded injuries.

7.6 Whilst these figures are encouraging, we must not be complacent as we strive to achieve further casualty reduction gains. By continued strategic working with our partners in a targeted and intelligence led approach, we will maintain the downward trend of casualties on the highway network in County Durham and Darlington.

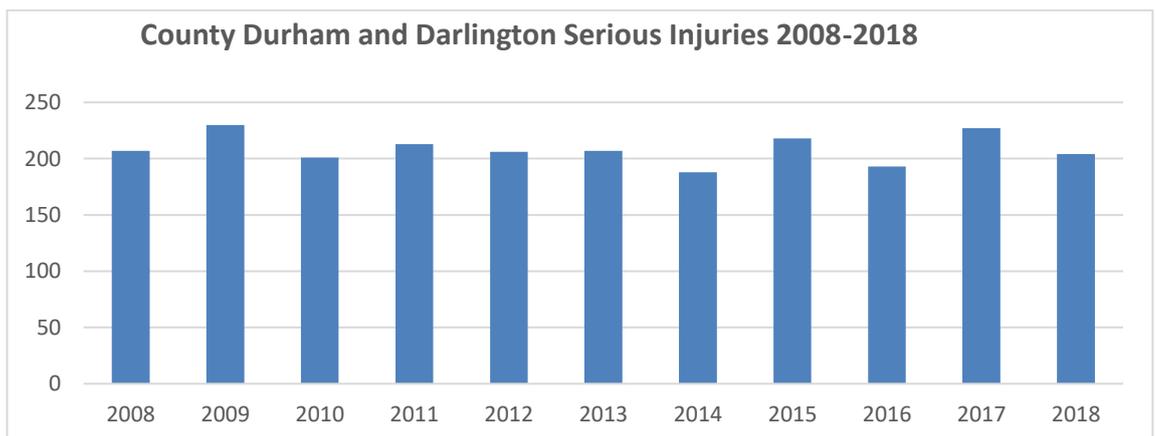
### Fatal Injury Collisions

7.7 Fatal injury collisions continue to be an area for concern. Despite the 2018 total being the lowest on record, every fatality is one too many. The Council will continue to investigate the circumstances involved in all fatalities and identify appropriate engineering, enforcement and education solutions that maintain a downward trend.



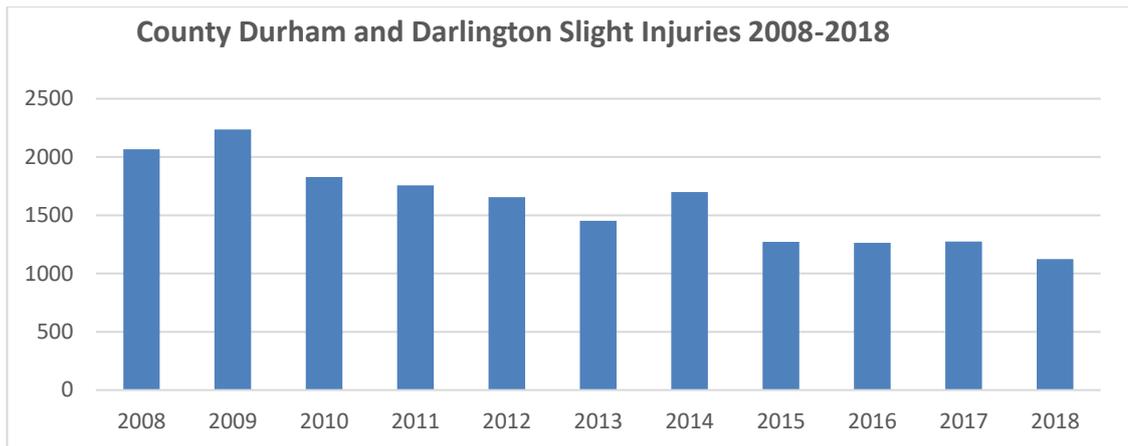
### Serious Injury Collisions

7.8 Serious injuries have not shown the same level of decline as other injury classes. The Councils are committed to reducing levels and to maintain a downward trend through targeted interventions



### Slight Injury Collisions

7.9 The 49% reduction in slight injuries is encouraging however there is still work to be done and we will continue to target its road safety delivery in those communities where casualties continue to be a concern.



### Casualties by Road User Group

7.10 The following table details how County Durham and Darlington’s 2008-2018 road casualties are split by road user group:

Road User Group	Total	Percentage
Car	13339	66%
Bus, Minibus or Coach	1141	6%
Goods Vehicle	724	4%
Motorcycle	1382	7%
Pedal Cycle	1142	6%
Pedestrian	2286	11%
Other	135	1%

7.11 The data shows that in the last 10 years:

- Car occupants constitute 66% of all injuries;
- Pedestrians account for 11% of all injuries;
- Motorcyclists account for 7%;
- Pedal cyclists account for 6%; and
- Buses and goods vehicle account for 6% and 4% respectively.

7.12 There is a significant amount of work required to address casualties involving car drivers and passengers. This is referenced in the delivery plan.

7.13 This Strategy will provide a focus on those areas where the risk is greatest and where our vulnerable road users are over-represented in casualty data.

### Causation Factors

7.14 The principle causes of injury collisions in the County Durham and Darlington partnership area in the last 10 years are listed below:

<b>Causation Factor</b>	<b>Percentage</b>
Fail to Look	50%
Speeding	15%
Drink Driving	6%
Distraction	5%
No Seatbelt	5%
Drink/Drug Driving	7%

7.15 There is merit in concentrating on addressing observational skills amongst all road users in order to address the impact that 'fail to look' causation factors have on half of all injury collisions.

### **Casualty Age Groups**

<b>Casualty Age Group</b>	<b>Percentage</b>
Under 17	14%
17-24	21%
25-34	18%
35-44	15%
45-44	14%
55-64	9%
Over 64	9%

7.16 An area where the partnership will concentrate initiatives is a focus on the younger and novice driver. Over one fifth of all injury collisions involve a person aged between 17-24. These casualties are predominantly as drivers and passengers.

### **Fatal 4**

7.17 The fatal four are series of risk-taking behaviours the most common causes of road accidents that can often result in serious injuries and fatalities.

<b>Fatal 4 Risk</b>	<b>Percentage of Injuries</b>
Speeding	35%
Distraction/Fail to Look	34%
Drink/Drugs	15%
No Seatbelt	26%

### **Child Casualties**

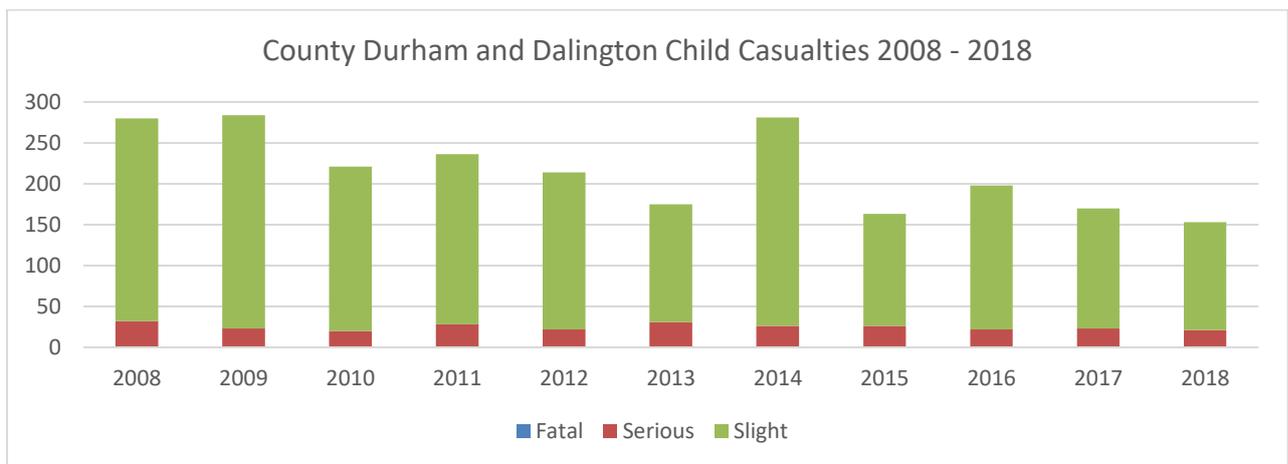
7.18 Child casualties, as vulnerable road users, continue to be a key target group in County Durham and Darlington.

7.19 A considerable amount of effort and resources are allocated to protecting our children and to encourage safer road use. The Councils,

and their partners, will continue to develop schemes that directly engage with pupils and parents to help formulate positive actions and attitudes to road safety.

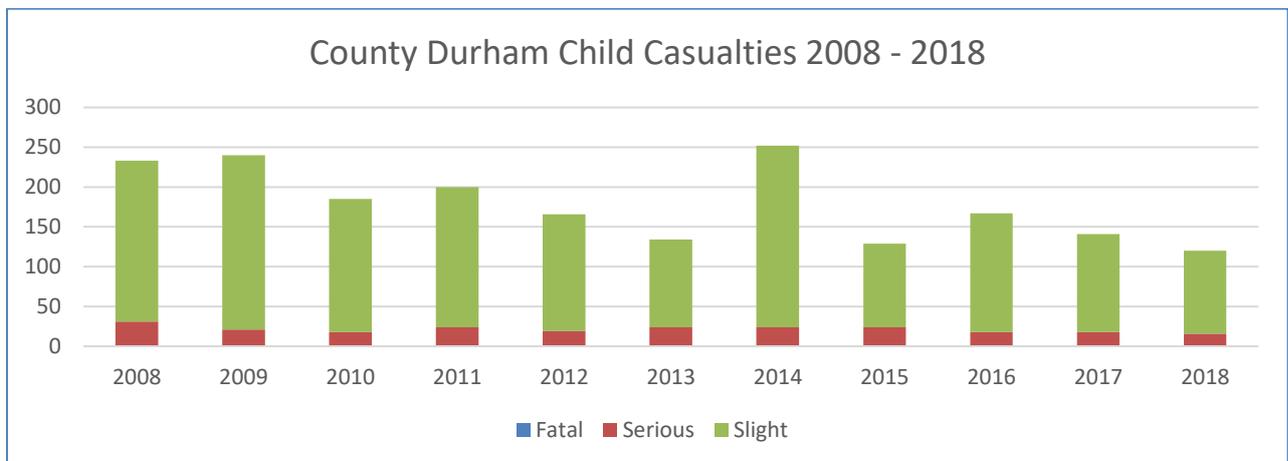
### County Durham and Darlington Child Casualties 2008 – 2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Fatal</b>	0	0	0	1	1	1	0	1	0	0	0
<b>Serious</b>	32	23	20	27	21	30	26	25	22	23	21
<b>Slight</b>	248	261	201	208	192	144	255	137	176	147	132
<b>Total</b>	280	284	221	236	214	175	281	163	198	170	153



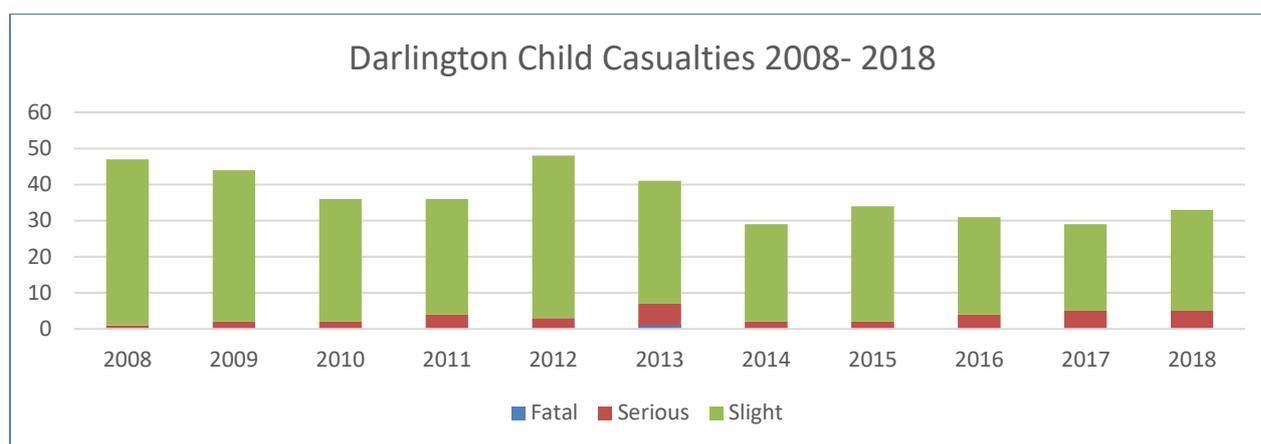
### County Durham Child Casualties 2008 – 2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Fatal</b>	0	0	0	1	1	0	0	1	0	0	0
<b>Serious</b>	31	21	18	23	18	24	24	23	18	18	16
<b>Slight</b>	202	219	167	176	147	110	228	105	149	123	104
<b>Total</b>	233	240	185	200	166	134	252	129	167	141	120



## Darlington Child Casualties 2008 – 2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal	0	0	0	0	0	1	0	0	0	0	0
Serious	1	2	2	4	3	6	2	2	4	5	5
Slight	46	42	34	32	45	34	27	32	27	24	28
Total	47	44	36	36	48	41	29	34	31	29	33



## Factors influencing crash severity and occurrence

7.20 Road traffic collisions resulting in injury can occur in a number of areas. This Strategy aims to try and educate road users to address some of the key factors that can influence road user behaviour and attitude to safety.

- Inappropriate and excessive speed
- Presence of alcohol, medicinal or recreational drugs as a driver/pedestrian.
- Driver/rider fatigue
- Failure to look properly as a driver/rider and pedestrian
- Failure to wear a seatbelt or use a suitable restraint
- Being a young male driver with passengers in vehicle
- Being a vulnerable road user i.e. a cyclist, young person older road user in urban and residential areas
- Travelling in the hours of darkness, particularly as a young/novice driver
- Helmet not worn as a cyclist or powered two-wheeler
- Poor vehicle maintenance
- Poor eyesight of road users

7.21 Therefore, it is imperative that the action and delivery plan addresses the factors that influence a crash risk and ultimately the severity of injury.

## 8. The Cost of Injury Prevention in County Durham and Darlington

8.1 The Department for Transport place a society cost for the prevention of collisions and casualties. This cost includes lost output, emergency services costs, human costs, medical costs, property damage and insurance.

8.2 The average value for the prevention of each casualty, based on 2018 figures, is detailed below:

Accident/casualty type	Cost per casualty	£ (2018 prices)
		Cost per accident
Fatal	1,958,303	2,196,534
Serious	220,058	251,458
Slight	16,964	26,087
Average for all severities	70,791	98,232
Damage only	-	2,344

8.3 The total value of the prevention of all injuries and collisions in County Durham and Darlington in 2018 was as follows:

	Casualties	Value £'000s	Collisions	Value £'000s
Killed	21	39,740	21	44,664
Seriously Injured	157	33,386	144	35,104
Slightly Injured	998	16,360	639	16,403
<b>Total</b>	<b>1,176</b>	<b>89,486</b>	<b>804</b>	<b>96,171</b>

8.4 This Strategy aims to further reduce the financial burden that is placed on society as a result of road traffic collisions that result in injury.

## 9. Delivery Plan

9.1 The Strategy relies on a coordinated approach to deliver a safer environment where key road user groups and risk-taking behaviours will be addressed through the delivery plan. **See Appendix 1.**

9.2 The following Delivery plan details some of the key activities and interventions targeted at specific road user groups and will be implemented over a three-year period from 2020-2023.

9.3 How success will be achieved

- Working in partnership and using the different strengths of agencies to provide a co-ordinated approach to delivery of road safety.
- Smarter data analysis of road traffic collisions.

- Behaviour change is a key element of the success of the Strategy and our programmes will focus on the psychological aspect of changing road user behaviour.
- Communication and use of social media are fundamental to the Strategy and having a strong focus on the use of these tools will ensure that messages are communicated to the widest possible audience.
- Having enforcement campaigns backed with education programmes can deliver significant wider casualty benefits.

## **10. Annual Reporting**

10.1 Annual reports will be issued to all partners that details the performance of the partnership in respect of meeting the delivery plan and addressing the safety of key road safety groups. This report will include evidence of the following:

- Number of schools or colleges visited, and audience reach
- Number of children trained
- Number and detail of campaigns delivered, and potential audience reach
- Number of community/neighbourhood events and potential audience reach
- Number of clients attending offender retraining schemes by course type offered by the police

**1. County Durham and Darlington Delivery Plan 2020-2023.**

**APPENDIX 1**

	<b>1.1 Children</b>	<b>1.2 Older Road Users</b>	<b>1.3 Pedestrians</b>	<b>1.4 At Work Drivers</b>	<b>1.5 Car Drivers/Passengers</b>	<b>1.6 Two-Wheelers</b>	<b>1.7 Young Drivers</b>
<b>Strategic Aim</b>	<p>All children using the roads in the County Durham and Darlington to do so in an environment where road traffic does not cause distress, distraction or danger.</p> <p>Through active engagement children and parents to receive, training, education, encouragement, information and resources that encourage safe and active travel.</p>	<p>To improve the safety and independence of all older road users as pedestrians, passengers, drivers and riders.</p>	<p>Reducing the fear and barriers experienced by pedestrians in using the highway network.</p> <p>To improve safety and increase accessibility for all pedestrians.</p> <p>To educate, engage and encourage safer choices when using the road network. Highlight the vulnerability and the importance of pedestrian safety to the driving population.</p>	<p>To reduce the impact that ‘at work’ collisions have on both company business and the strategic road network.</p> <p>To encourage businesses to adopt policies procedures and training that improve safety and compliance with health and safety legislation.</p>	<p>To create a safer environment for drivers and passengers through the promotion of safer speeds, seatbelt wearing and discouraging risk taking behaviour.</p> <p>Encourage all drivers to share road space responsibly with other road users with particular reference to the vulnerable road user.</p>	<p>To reduce and highlight the vulnerability of riders of powered two wheelers and cyclists on the road network.</p> <p>To encourage safe riding practices to all riders through education, training and encouragement.</p> <p>Encourage other road users to share the road space responsibly.</p>	<p>To reduce the unacceptable levels of death and serious injury faced by young/inexperienced drivers on our roads.</p> <p>To encourage safer driving practices amongst young drivers through education, training and encouragement, particularly in respect of the fatal four risk taking behaviours and the impact that peer pressure has on a driver.</p>
<b>What we know</b>	<p>There has been excellent progress both locally and nationally in reducing child casualties.</p> <p>However, children are still one of the most important groups to focus road safety work on and represent 14% of all injuries. Children from disadvantaged backgrounds pose a higher road safety risk than those from more affluent areas.</p>	<p>Whilst statistically older people are amongst the safest road users, the number of injuries has not decreased at as fast a rate as for other age groups over recent years.</p> <p>With an aging population, older road user injuries will become more of an issue in the future. They currently represent 9% of all injury collisions.</p>	<p>After car occupants, pedestrians are the largest casualty group. This is especially clear in town centres and other urban areas.</p> <p>Two of the biggest causes around pedestrian injuries are the pedestrian themselves failing to look properly and being impaired by alcohol.</p> <p>Pedestrian represent approximately 11% of all injury collisions.</p>	<p>Two in five injuries were from collisions that involved a vehicle that was either commuting or driving for work.</p> <p>Given that business travel only accounts for 9% of miles travelled it accounts for a far higher number of casualties than we would expect.</p>	<p>Car passengers and drivers provide the greatest challenge and numbers involved in collisions.</p> <p>The Fatal 4 and observational causation factors play a significant part in a high percentage of collisions.</p> <p>Drivers and passengers represent 66% of all reported injuries in County Durham and Darlington.</p>	<p>Whilst there has been a lot of good work done to reduce motorcyclist and cyclist injuries around the country, motorcyclists still account for some of the highest rates of casualties per mile travelled.</p> <p>Many incidents involve loss of control or an observation-based collision where the rider simply hasn’t been seen by the driver.</p> <p>Riders represent 13% of all injuries.</p>	<p>Regionally and locally road traffic collisions are still one of the leading causes of death for this age group.</p> <p>Locally, young drivers are the most likely age group to be both involved and injured in a collision despite making up one of the smallest proportions of licence holders.</p>
<b>What we will do</b>	<ul style="list-style-type: none"> <li>Promote safer road user behaviour through social media.</li> <li>Highlight to drivers the ‘Look Out for Each Other’ message.</li> <li>Promote the ‘Be safe be seen’ message during dark nights.</li> <li>Implement the Junior Road Safety Officer scheme.</li> <li>Where required deliver school gate parking campaigns and programmes.</li> <li>Deliver child pedestrian training where required.</li> <li>Deliver Bikeability cycle training scheme.</li> </ul>	<ul style="list-style-type: none"> <li>Promote Safer Driving with Age courses across the County Durham and Darlington region.</li> <li>Highlight the health issues associated with an ageing driver population through community events.</li> <li>Identify opportunities to deliver partnership events that encourages independence.</li> <li>Highlight the impact that prescription drugs can have on driving ability.</li> <li>Highlight the vulnerability of age and its effect on road user ability.</li> </ul>	<ul style="list-style-type: none"> <li>Promote safer road user behaviour through social media.</li> <li>Highlight to drivers the ‘Look Out for Each Other’ message.</li> <li>Highlight to pedestrians their vulnerability, particularly around the night-time economy.</li> <li>Highlight to drivers the need to look out for pedestrians under the influence of alcohol.</li> <li>Promote the benefits of slower speeds in neighbourhoods, schools and shopping areas.</li> </ul>	<ul style="list-style-type: none"> <li>Promote safer road user behaviour with specific reference to mobile phones, seatbelts, distractions, speeding etc.</li> <li>Encourage business to engage/invest/promote driver training.</li> <li>Highlight to drivers the ‘Look Out for Each Other’ message.</li> <li>Encourage businesses to sign up for Highway England ‘Driving for Better Business’</li> <li>Assist companies in the development of work-related road safety policies and training.</li> </ul>	<ul style="list-style-type: none"> <li>Promote safer road user behaviour through social media.</li> <li>Highlight to drivers and riders the ‘Look Out for Each Other’ message.</li> <li>Encourage seatbelt/child restraint wearing.</li> <li>Delivery of child seat fitting workshops.</li> <li>Development of parent road safety classes in partnership with Public Health and emergency services partners.</li> </ul>	<ul style="list-style-type: none"> <li>Promote safer road user behaviour through social media.</li> <li>Highlight to drivers and riders the ‘Look Out for Each Other’ message.</li> <li>Rural riding campaigns aimed at leisure bikers supported by Highways England resources.</li> <li>Erection of biker warning signs at key locations across County Durham and Darlington.</li> <li>Lower power machines – highlight the benefits of safety clothing, gloves, helmet etc.</li> <li>Promote the health and environmental benefits of cycling.</li> <li>Highlight ‘close pass’ initiatives.</li> <li>Highlight the benefits of protective clothing and cycle helmet wearing.</li> </ul>	<ul style="list-style-type: none"> <li>Promote safer road user behaviour through social media.</li> <li>Highlight the Fatal 4 and the impact that risk taking behaviour has on young drivers.</li> <li>Encourage further training.</li> <li>Promote attendance at young person/driver and rider events.</li> <li>Deliver events in communities to highlight the vulnerability of young drivers.</li> <li>Attendance at events using the driving simulator.</li> <li>Engagement with Modern Apprentices in industry and businesses with a development programme.</li> </ul>

## 2. Fatal 4 Road User Behaviours – Delivery Plan 2020-2023

	2.1 Speed	2.2 Drink/Drugs	2.3 Distraction	2.4 Seatbelts/Restraints
<b>Strategic Aim</b>	<p>Reduce the impact that inappropriate/excess speed has on communities.</p> <p>Achieve habitual compliance through encouragement, education and enforcement.</p>	<p>Reduce the serious harm and trauma caused by drivers under the influence of drink and drugs.</p> <p>Achieve habitual compliance through encouragement, education and enforcement.</p>	<p>Reduce the impact that distraction/inattention has on all road users.</p> <p>Achieve habitual compliance through encouragement, education and enforcement.</p>	<p>To reduce the impact that non-seatbelt wearing has upon the survivability and severity of injuries sustained in road traffic collisions.</p> <p>Achieve habitual compliance through encouragement, education and enforcement.</p>
<b>What we know</b>	<p>Most people, on most roads, most of the time do not break the speed limit. This is a marked change from 15 years ago when the Department for the Environment, Transport and the Regions stated that around two thirds of people regularly exceeded 30mph urban speed limits.</p> <p>However, whilst things have come a long way, excessive and illegal speeding still accounts for 15% of injuries on the roads in County Durham and Darlington areas.</p> <p>Evidence suggests that a 1mph reduction in average speeds results in an average 5% reduction in collisions.</p>	<p>Drink driving is an issue that has not gone away, despite the amount of work that has been done on it over the last 50 years.</p> <p>On our roads there are still around 13% of people injured from collisions that involve a drink/drug driver or as a pedestrian.</p> <p>Drug driving is a relatively newer issue, with the recent change in the enforcement law making it much easier to detect and prosecute.</p> <p>Different drugs impair driving in different ways, for example, cannabis slows a person's reaction times, while cocaine leads to over-confidence.</p>	<p>Distraction is a growing issue for drivers given the proliferation of ways to become distracted while driving over the last 20 years.</p> <p>While the older issue of talking on a mobile phone while driving is still relevant, a more dangerous trend has been using a phone for texting and social media while driving, which not only takes attention away from the road (as when making a phone call), but also takes people's eyes away from the road as well.</p> <p>People using a phone while driving are around four times more likely to be involved in a collision and show similar reaction times to drink drivers.</p> <p>Observational based causation factors account for 50% of all injuries.</p>	<p>There is decades of evidence that wearing a seatbelt while in a vehicle will reduce the risk of death or serious injury.</p> <p>Despite this, there are still around 5% of people injured on County Durham and Darlington roads who were not wearing a seatbelt.</p> <p>In a collision, a person is twice as likely to die when not wearing a seatbelt, with young people having the lowest seatbelt wearing rates combined with the highest casualty rate. There is evidence that people are less likely to wear seatbelts on short or familiar journeys, but the data shows that these are the types of journey that people are most likely to be injured whilst making.</p>
<b>What we will do</b>	<ul style="list-style-type: none"> <li>Promote the benefits of slower speeds in respect of compliance with the law, fuel savings, and the contribution to safer communities.</li> <li>Highlight the dangers of illegal and inappropriate speed in communities and on rural roads and the risk of injury and harm.</li> <li>Deliver key messages to Modern Apprentices in industry and in businesses.</li> <li>Highlight the impact that speeding and penalty points has on a young/novice driver.</li> <li>Discourage speeding at pre-driver and young driver events.</li> </ul>	<ul style="list-style-type: none"> <li>Promote the safety benefits of compliance with the law and choosing alternative and safer travel choices.</li> <li>Highlight the dangers of driving while under the influence of drink/drugs – illegal and prescribed.</li> <li>Deliver key messages to Modern Apprentices in industry and in businesses.</li> <li>Highlight the impact that peer pressure has on driving ability.</li> <li>Discourage drink/drug driving at pre-driver and young driver events.</li> </ul>	<ul style="list-style-type: none"> <li>Promote the benefits of compliance with the law, reducing risk and encouraging safer driver behaviour that contributes to safer communities.</li> <li>Highlight the danger of driving while distracted whether through mobile phones, carrying passengers, music, outside the vehicle influences or peer pressure.</li> <li>Deliver key messages to Modern Apprentices in industry and in businesses.</li> <li>Discourage distraction driving at pre-driver and young driver events.</li> </ul>	<ul style="list-style-type: none"> <li>Promote the benefits of wearing seatbelts and the impact that peer pressure has on car occupants.</li> <li>Highlight the danger of driving while not wearing a seatbelt or carrying adult passengers not wearing seatbelts, or children inappropriately restrained.</li> <li>Deliver key messages to Modern Apprentices in industry and in businesses.</li> <li>Promote seatbelt wearing through pre-driver and young driver events.</li> </ul>

# Road Safety Strategy 2020-2023

## Overview and Scrutiny Committee

**Paul Watson**  
**Road Safety Manager**  
**Durham County Council.**

*Altogether better*



# Overview

- With assistance from Scrutiny Committee developed a strategy that addresses how the partnership can look to promote safety and look at opportunities to change attitudes and behaviours of our residents.
- Strategy is not designed to address how engineering or enforcement is delivered but to address how education, training and publicity is used.
- Strong focus on developing new partnerships and enhancing existing ones.

*Altogether better*



# Why?

- Previous strategy is out of date and was linked to DfT targets and budgets were afforded to the council to meet the targets.
- Would like to develop a strategy that formalises some of the working practices and have it embedded into each partners.
- Identify new partnerships.
- Link to other corporate initiatives.
- Establish a mechanism for the regular reporting of casualties and performance.
- The strategy is about establishing a new methodology for working and not how we deliver road safety ETP.

*Altogether better*



# Strategy Aims

- Provide a coordinated approach to data led programmes of road safety work
- Maintain a downward trend in casualties and severity across all road user groups
- Specifically target those road user groups over-represented in casualty statistics
- Improve the safety of all highway users
- Promote and encourage safer healthier modes of travel and contribute to carbon reduction and air quality
- Reduce the burden that road casualties have on all agencies including the NHS.

*Altogether better*



# Casualty Reduction Links to other Priorities

Road Safety contributes to a number of other strategic initiatives:

- Sustainability, air quality, congestion and carbon reduction
- Public Health
- Safer communities

*Altogether better*



## Priority Areas

- 7 key road user groups
- 4 risk taking behaviours – Fatal 4

*Altogether better*



## Existing Partnerships

- The County Durham and Darlington Road Safety Partnership is formed to deliver coordinated casualty reduction programmes.
- Strategic Road Safety Partnership is formed to hold the delivery group to account for delivery, coordination of resources and evaluation.

### Partners:

- Durham County Council
- Darlington Council
- Durham Constabulary
- County Durham and Darlington Fire and Rescue
- Highways England

*Altogether better*



# Delivery of Casualty Reduction

Road Safety and casualty reduction is often referred to as the three E's:

- **Engineering**
- **Enforcement**
- **Education**

***4<sup>th</sup> E - Evaluation***

*Altogether better*



# Road Casualty Statistics

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal	16	14	19	24	28	17	26	21	18	9
Serious	189	170	177	174	172	165	186	157	183	154
Slight	1873	1524	1459	1346	1168	1403	1030	998	1049	915
Total	2078	1708	1655	1544	1368	1585	1242	1176	1250	1078

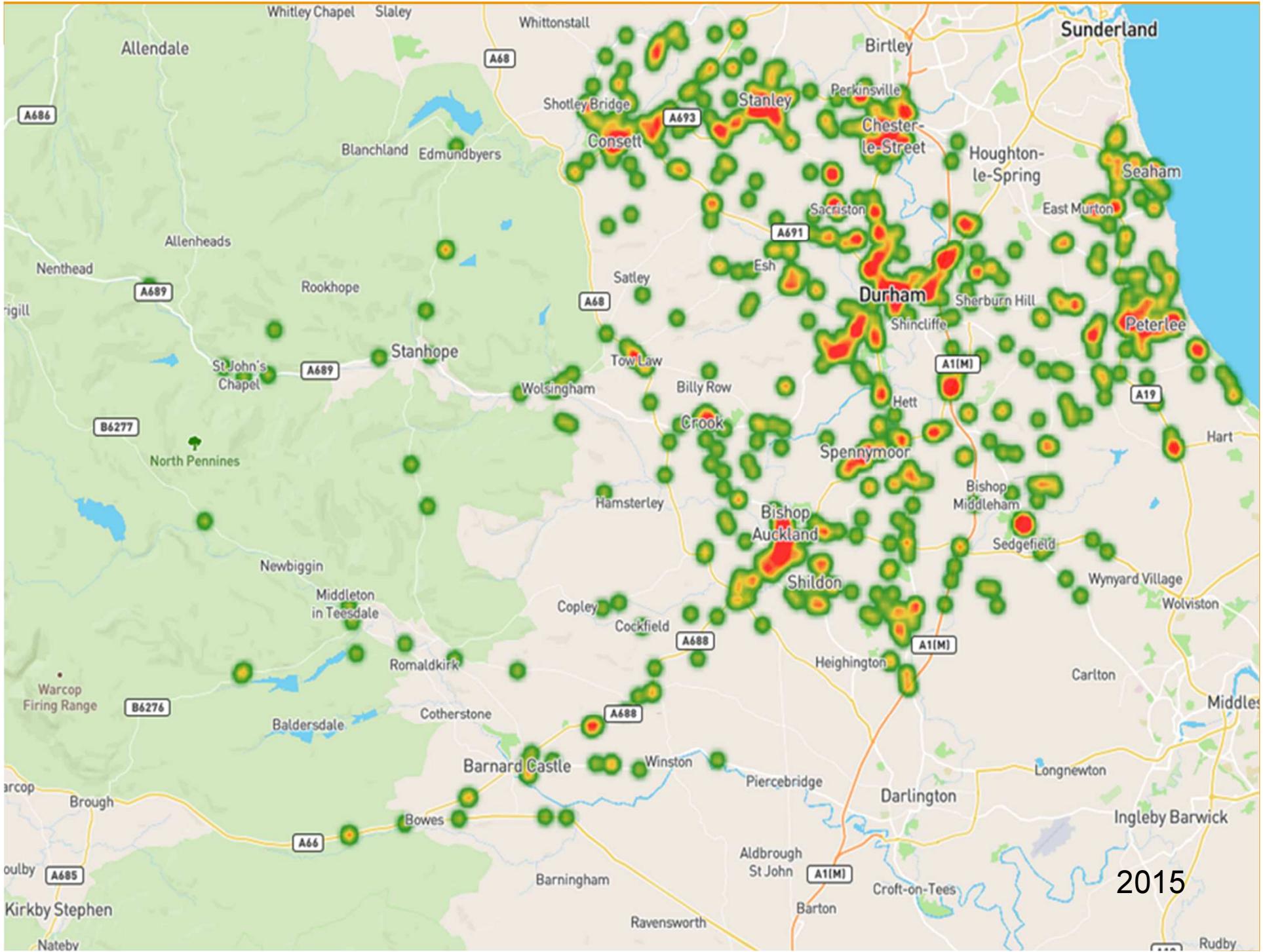
County Durham Road Casualties 2009 - 2018



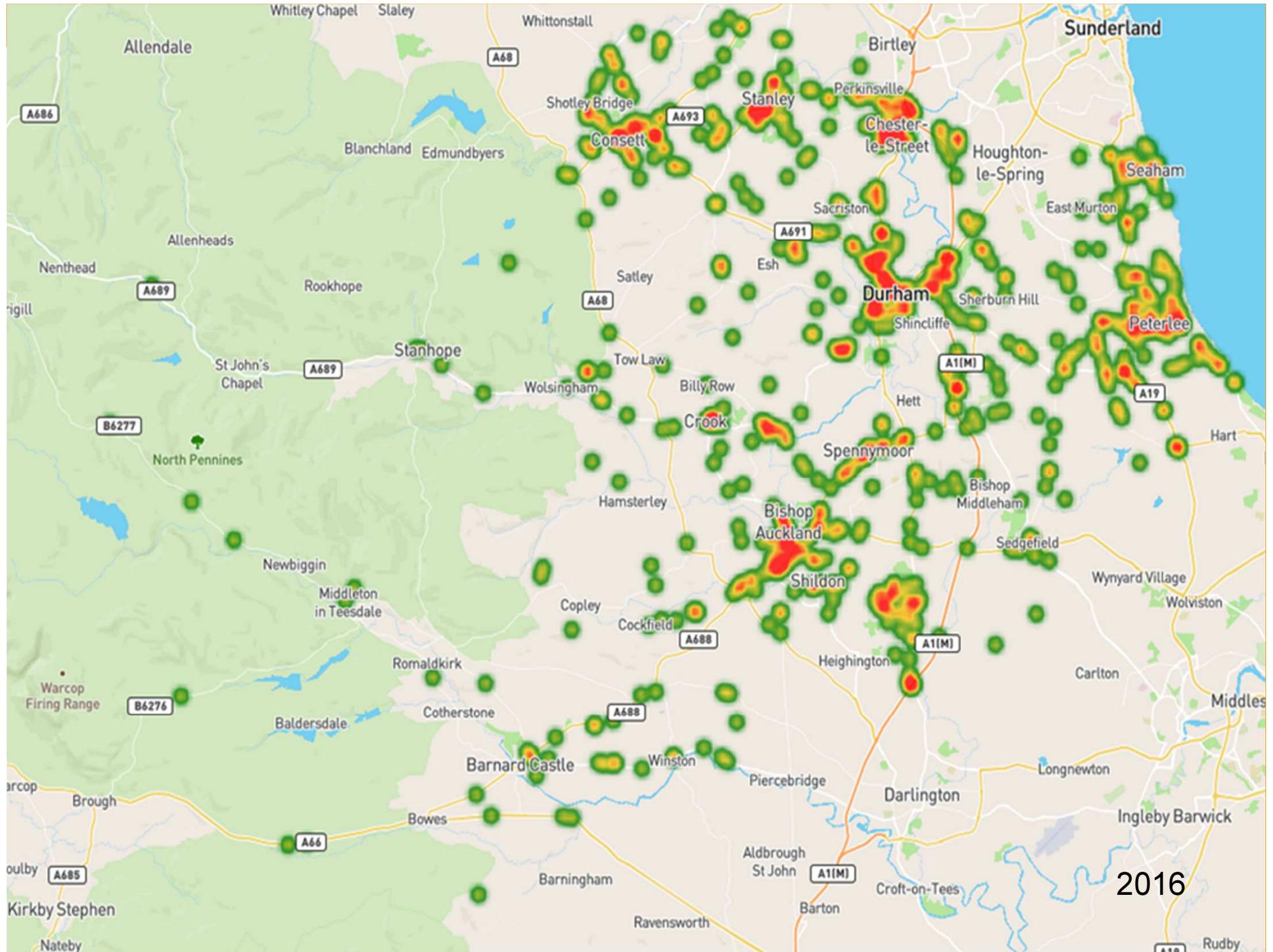
*Altogether better*

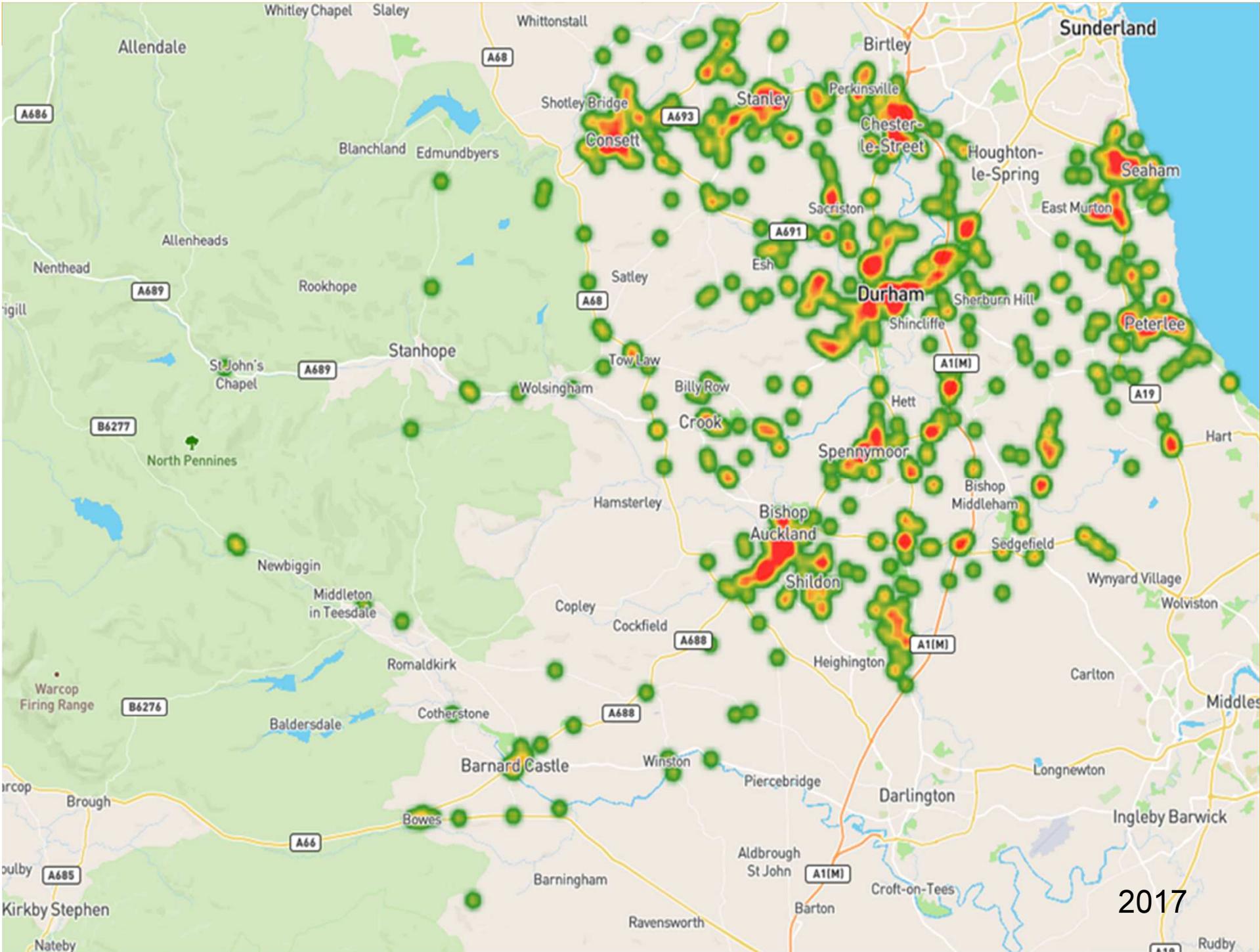


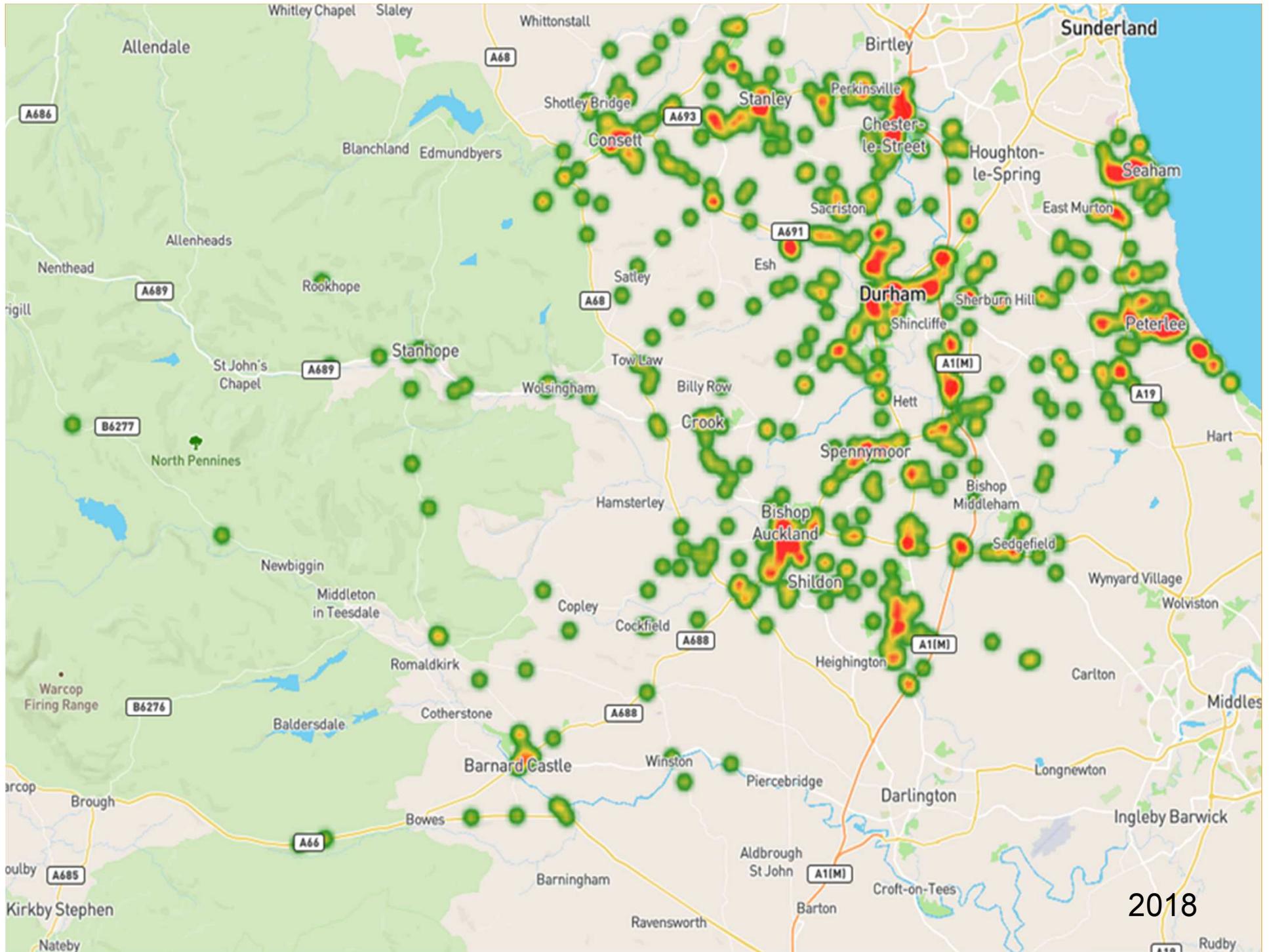




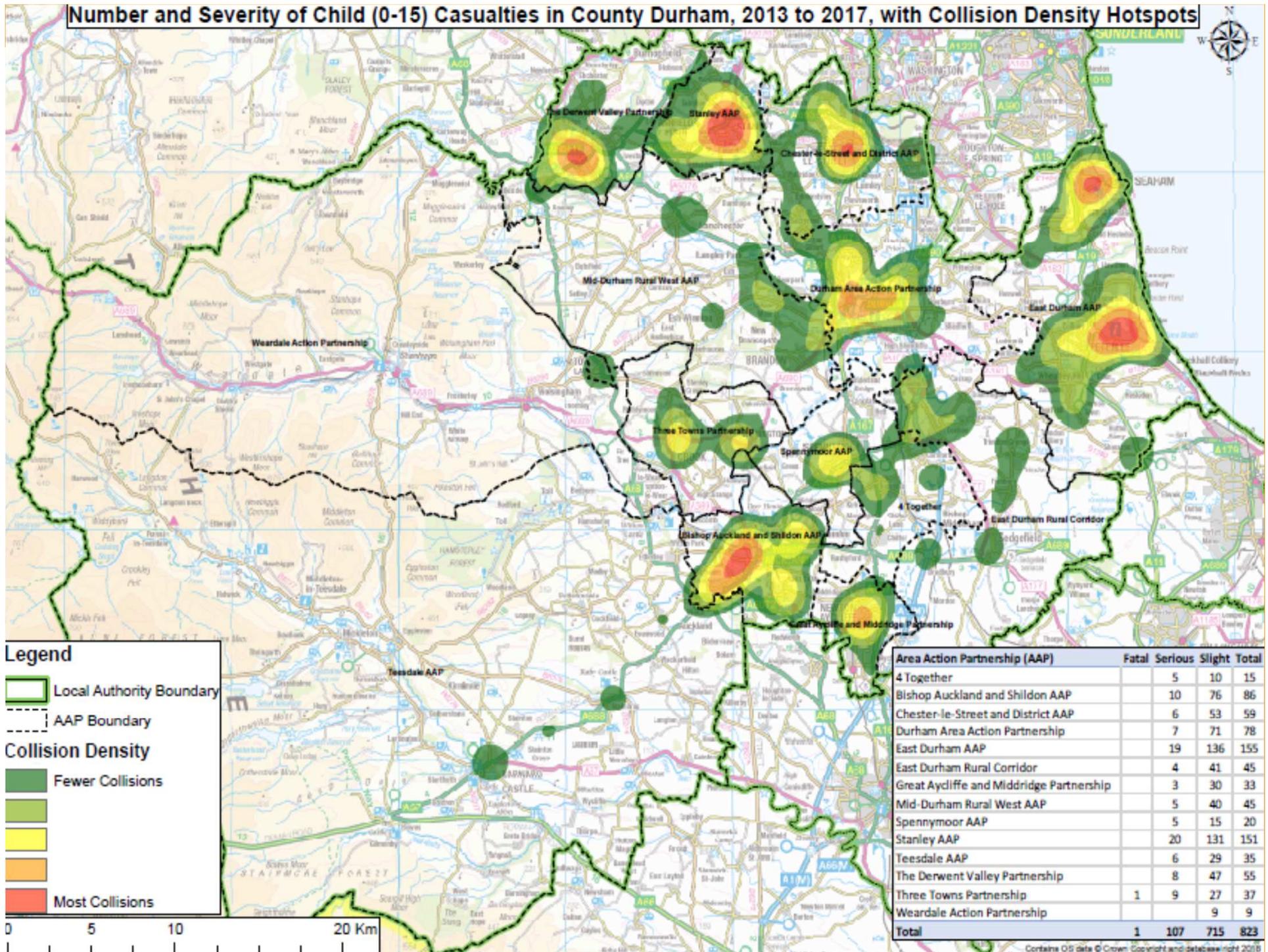
2015



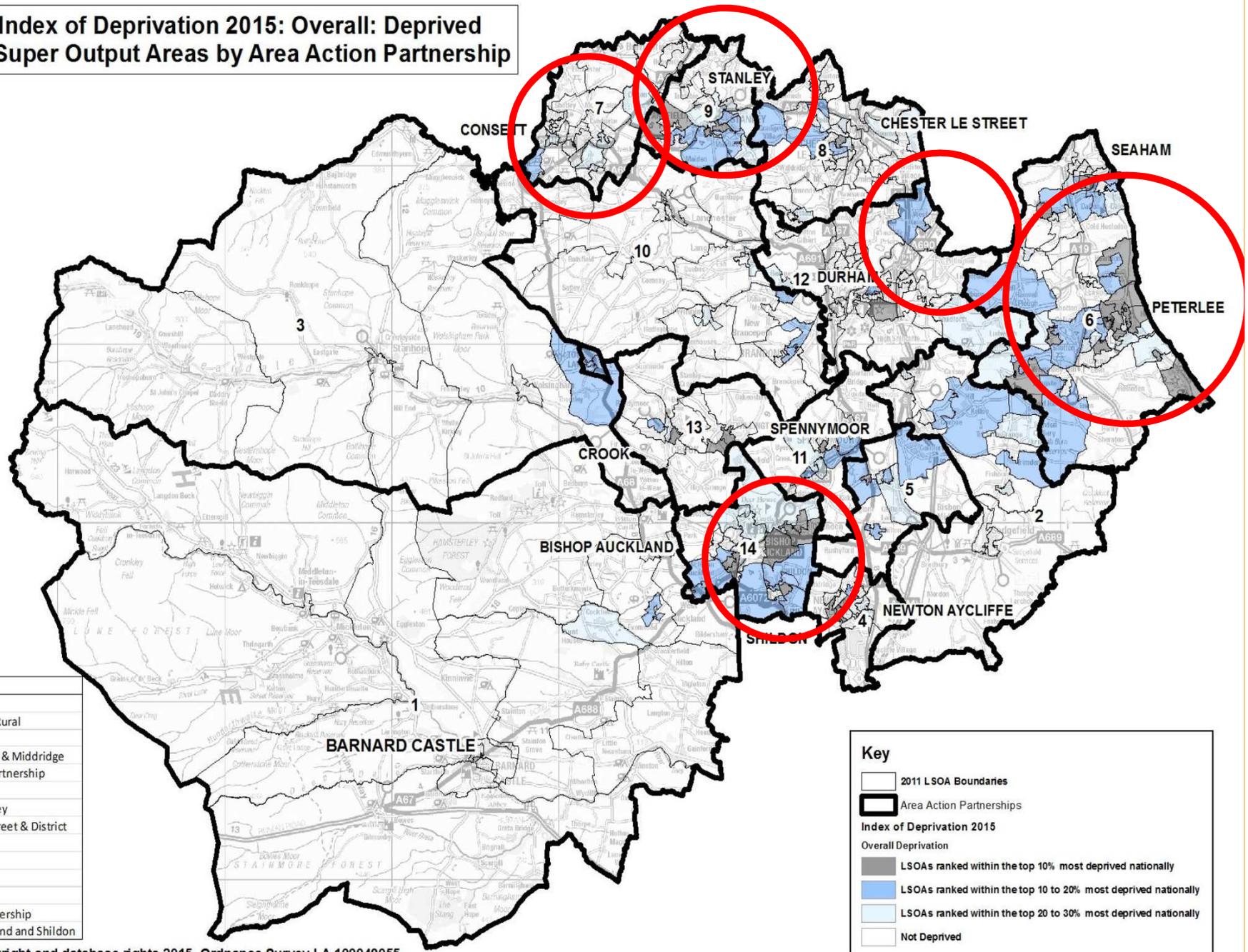




# Number and Severity of Child (0-15) Casualties in County Durham, 2013 to 2017, with Collision Density Hotspots



**Map 1: Index of Deprivation 2015: Overall: Deprived Lower Super Output Areas by Area Action Partnership**



ID	AAP Name
1	Teesdale
2	East Durham Rural
3	Weardale
4	Great Aycliffe & Middridge
5	4 Together Partnership
6	East Durham
7	Derwent Valley
8	Chester-le-Street & District
9	Stanley
10	Mid-Durham
11	Spennymoor
12	Durham
13	3 Towns Partnership
14	Bishop Auckland and Shildon

**Key**

- 2011 LSOA Boundaries
- Area Action Partnerships

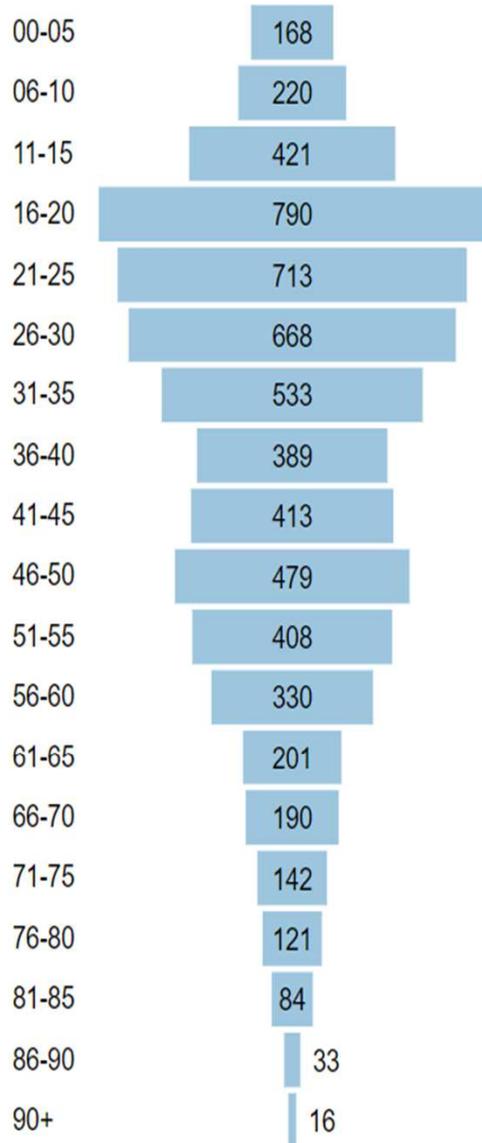
**Index of Deprivation 2015**

Overall Deprivation

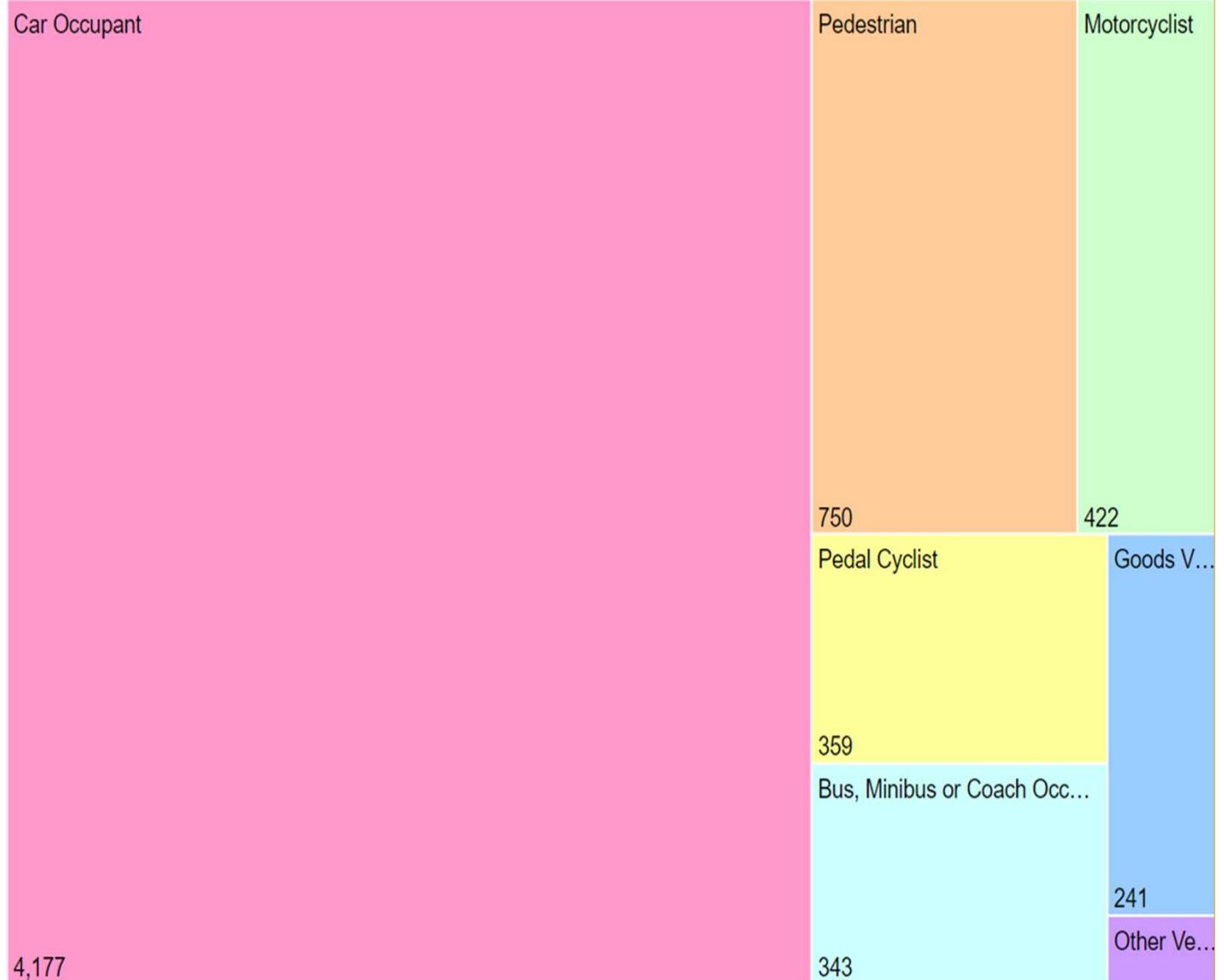
- LSOAs ranked within the top 10% most deprived nationally
- LSOAs ranked within the top 10 to 20% most deprived nationally
- LSOAs ranked within the top 20 to 30% most deprived nationally
- Not Deprived

# Who is injured?

Casualties by 5 Year Age Group



Casualties by Road User Group



# Consultation

- 2<sup>nd</sup> March – 29<sup>th</sup> March
- Emailed key groups
- Asking for support of the principles – not about how we deliver.
- Form new partnerships
- Greater use of social media
- Targeted programmes

*Altogether better*



# Any questions?

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**Safer and Stronger Communities  
Overview and Scrutiny Committee**

**20 March 2020**

**Quarter Three, 2019/20  
Performance Management Report**

**Ordinary Decision**



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**Report of John Hewitt, Corporate Director of Resources**

**Electoral division(s) affected:**

Countywide.

**Purpose of the Report**

- 1 To present progress towards achieving the key outcomes of the council's corporate performance framework.

**Performance Reporting**

- 2 A shared long-term vision for the county has been developed with partners. It is structured around three externally focused results-based ambitions of 'more and better jobs', 'long and independent lives' and 'connected communities'.
- 3 The format of this performance report now aligns to the three new ambitions plus a fourth 'excellent council' theme. The report will be further developed, to ensure it captures all elements of our new vision, over the coming months.

**Executive summary**

- 4 Key performance messages for quarter three have been realigned to the ambitions of the new Durham 2035 vision plus an 'excellent council' theme.

**Connected Communities (Safer)**

- (a) This ambition is concerned with making life better in local communities across the county. It focuses on how we ensure people have safe lives in supportive communities, and have access to high quality housing, good transport links and vibrant town and village centres. As it is a broad ambition, performance reporting is split into

two areas of focus: safer communities, and sustainable communities.

- (b) In relation to keeping children and young people safe, there are many positives across this area. We continue to perform well in relation to the timeliness of statutory referrals (first contact) and single assessments (and are carrying out audits to ensure their quality remains consistently high). However, the rising number of children in our care and inconsistency of practice continue to impact this area.
- (c) Overall crime levels remain relatively static but for some categories (violence against the person and theft offences) County Durham is recording increases. We believe that much of this (as well as increases in alcohol and drug related crime, domestic violence repeat referrals and hate crime) is due to improved recording compliance. We are using focused improvement plans, initiatives and interventions to mitigate against the challenges we face. For example, we have appointed a rough sleeper outreach worker and a new multi-agency anti-social behaviour group within Durham City, reviewed water safety related training for licensed premises and developed a programme of actions required at open water locations across the county.

## **Risk Management**

5 Effective risk management is a vital component of the council's agenda. The council's risk management process sits alongside our change programme and is incorporated into all significant change and improvement projects.

- i. *Failure to protect a child from death or serious harm (where service failure is a factor or issue).* Management consider it possible that this risk could occur which, in addition to the severe impacts on children, will result in serious damage to the council's reputation and to relationships with its safeguarding partners. To mitigate the risk, actions are taken forward from Serious Case Reviews and reported to the Durham Safeguarding Children Partnership. Lessons learned are fed into training for front line staff and regular staff supervision takes place. This risk is long term and procedures are reviewed regularly.
- ii. *Failure to protect a vulnerable adult from death or serious harm.* Management consider it possible that this risk could occur which, in addition to the severe impacts on service users, will result in serious damage to the council's reputation and to relationships with its safeguarding partners. As the statutory body, the multi-agency Safeguarding Adults Board has a Business Plan in place for taking

forward actions to safeguard vulnerable adults including a comprehensive training programme for staff and regular supervision takes place. This risk is long term and procedures are reviewed regularly.

## **Recommendation**

- 6 That Safer and Stronger Communities Overview and Scrutiny Committee considers the overall position and direction of travel in relation to quarter three performance, and the actions being taken to address areas of underperformance.

## **Author**

Jenny Haworth

Tel: 03000 268071

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## **Appendix 1: Implications**

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### **Legal Implications**

Not applicable.

### **Finance**

Latest performance information is being used to inform corporate, service and financial planning.

### **Consultation**

Not applicable.

### **Equality and Diversity / Public Sector Equality Duty**

Equality measures are monitored as part of the performance monitoring process.

### **Climate Change**

We have declared a climate change emergency and consider the implications of climate change in our reports and decision-making.

### **Human Rights**

Not applicable.

### **Crime and Disorder**

A number of performance indicators and key actions relating to crime and disorder are continually monitored in partnership with Durham Constabulary.

### **Staffing**

Not applicable.

### **Accommodation**

Not applicable.

### **Risk**

Reporting of significant risks and their interaction with performance is integrated into the quarterly performance management report.

### **Procurement**

Not applicable.



# Durham County Council Performance Management Report

## Quarter Three, 2019/20



## Connected Communities - Safer

- 1 The ambition of Connected Communities – Safer is linked to the following key questions:
  - (a) How effective are we at tackling crime and disorder?
  - (b) How effective are we at tackling anti-social behaviour?
  - (c) How well do we reduce misuse of drugs and alcohol?
  - (d) How well do we tackle abuse of vulnerable people, including domestic abuse, child exploitation and radicalisation?
  - (e) How do we keep our environment safe, including roads and waterways?

### **How effective are we at tackling crime and disorder, and Anti-Social Behaviour (ASB)?**

- 2 Following changes in recording practices, Violence Against the Person (VAP), which now includes harassment and stalking, continues to increase. Home Office Counting Rules state these crimes are to be recorded in addition to the most serious other offence, for example, a domestic abuse related assault may also require an offence of harassment to be recorded. This has impacted the number of VAP recorded offences and the number of repeat victims. Another reason for the increase is cyber enabled offences such as harassment by text message. Durham Constabulary is focusing on those offences where there is 'violence with injury' as the area of greater risk of harm.
- 3 Checkpoint, set up by Durham Constabulary in 2015 to reduce victims of crime through an innovative approach to cut re-offending, has won the 2019 Goldstein Award for problem-solving in policing at a ceremony held in California. The initiative attempts to break the cycle of crime by helping people change their lives by addressing their underlying problems such as alcohol and drug addiction. Those who underwent the four-month intervention programme were 16% less likely to re-offend than those who went down more traditional criminal justice routes, such as magistrates' court orders or police cautions.
- 4 During quarter three, secondary fires decreased by a third compared to the same period last year. This follows a programme of focused work carried out by the fire service, working with its partners and at-risk groups, which includes targeted interventions in hot spot locations, talks delivered to local schools and the 'Safer Futures Live' event, attended by more than 500 children and covering topics such as arson and making safety-conscious decisions.

# CONNECTED COMMUNITIES – SAFER

## (a) How effective are we at tackling crime and disorder, and (b) anti-social behaviour?

 **51,637** recorded crimes equivalent to **97.9** crimes per 1,000 population

 **+1,037**  
Violence against the person (+5%)

 **+340**  
Theft offences (+2%)

 **-287**  
Criminal damage / arson (-4%)

 **+34**  
Sexual offences (+2%)

 **no change**  
Robbery

 **-6**  
Other crimes (0%)

**All recorded crime +1,402 (+3%)** ↑

**Public confidence that the police and council are dealing with local concerns about anti-social behaviour and crime**  
(Sep 19 compared to previous year)

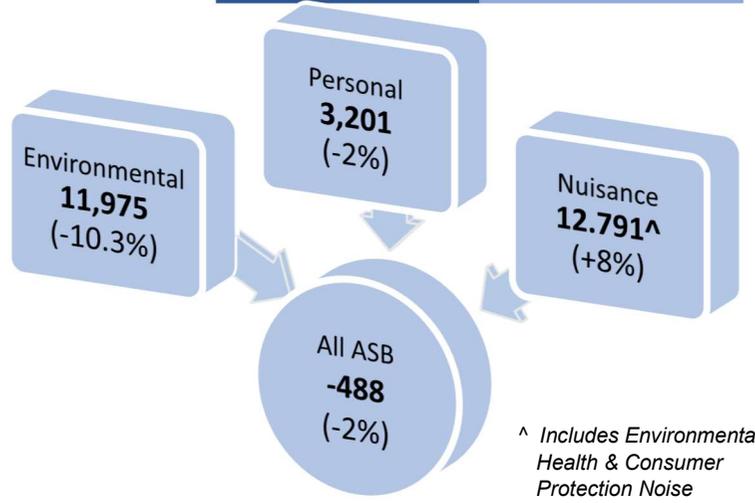
**52.4%** (+2.3pp)

unless stated, data is 2019 compared to 2018

**27,967**  
ASB incidents

**13,568**  
council reported (-7%)

**14,399**  
police reported (+4%)



**Fires**  
(Oct-Dec 2019 compared to last year)

**Primary**  
 **212**  
-15 (-7%)

**Secondary\***  
 **308**  
-141 (-31%)

\* **Secondary fires** are generally small outdoor fires, not involving people or property (e.g. refuse fires, grassland fires and fires in derelict buildings or vehicles). If these fires involved casualties / rescues, or five or more pumping appliances attended, they become **primary fires**.

## **How well do we reduce misuse of drugs and alcohol?**

5 We continue to provide Drug and Alcohol Recovery Services (DARS) to support those affected by drug and alcohol misuse. Housing Solutions, working with DARS, have appointed a Rough Sleeper Outreach Worker to support rough sleepers in Durham City. A new holistic women's centre, the Women's Recovery Academy Durham (WRAD) was formally agreed in November 2018. This is expected to open in April 2020, as part of the Consett Recovery Centre, which will remain open as an access point for services.

## **6 How well do we tackle abuse of vulnerable people, including domestic abuse, child sexual exploitation and radicalisation?**

7 As part of National Hate Crime Awareness Week (12-19 October), in partnership with the Police and PCVC, we undertook a range of activities as part of a Hate Hurts Campaign. This included leaders of these organisations speaking out through social media to condemn hate crime and asking people who witness or experience it to report it.

8 Consultation of the draft [Safe Durham Partnership Plan 2020-2025](#) has now closed. An update will be provided in the year-end report.

9 As part of National Safeguarding Week (18-24 Nov 2019) a drop-in event was held at County Hall, where key safeguarding information was available from partners and volunteers including Durham Constabulary, Health Watch County Durham, Durham County Carers Support, County Durham and Darlington NHS Foundation Trust. Alongside this, awareness presentations were given on relevant subjects including Prevent, hate crime and community cohesion, illegal money lending, county lines, domestic abuse and child mental health.

10 Six more families (28 individuals) were welcomed to the county under the government's Vulnerable Persons' Resettlement Scheme. We are on track to welcome 250-300 vulnerable refugees resettling in the UK by the end of March 2020.

# CONNECTED COMMUNITIES – SAFER

## (c) How well do we reduce misuse of drugs and alcohol and (d) tackle abuse of vulnerable people?

**32%**  
violent crime alcohol related

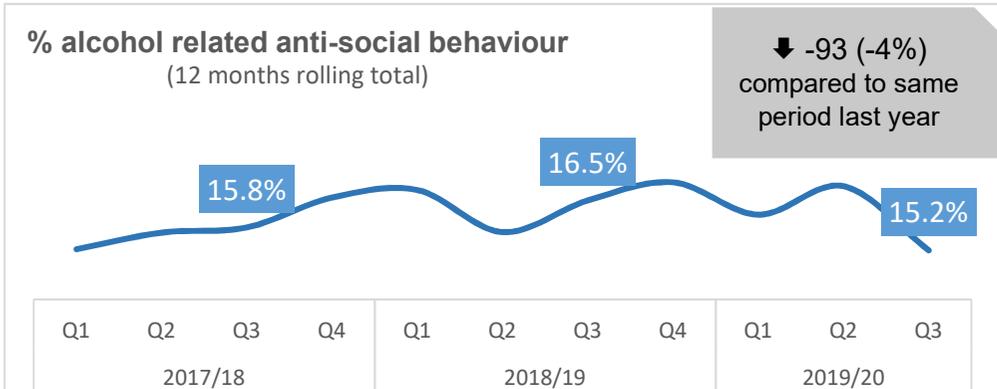
↑0.7 pp

1 Apr 2019 – 31 Dec 2019  
Compared to same period the previous year

**13.1%**  
ASB\* alcohol related

**1.2%**  
ASB\* drug related

\*police figures only



**Successful completion of treatment...**  
(Jun 18 to May 19 with reps to Aug 19 – provisional data)

• **29.5%**  
• Target 28%  
• England 37.9%

**Alcohol** ✓

• **6.3%**  
• Target 6%  
• England 5.8%

**Opiates** ✓

• **29.1%**  
• Target 26.4%  
• England 34.5%

**Non-opiates** ✓

**Domestic Violence**  
(Oct-Dec 19)

↓ -2.4% in incidents

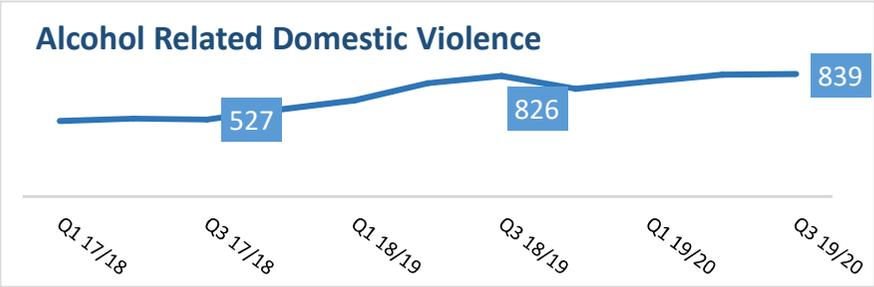
↑ **2.15pp** in DV incidents classified as crimes

↑ **1.6%** in incidents involving alcohol

↑ **6.9%** of DV referrals received high risk

↑ **5.9pp** in repeat referrals to Harbour within 12 month period (Jul-Sep 19)

Statement of Licensing Policy 2019–2024: approved Oct 19



**Holocaust Memorial Day 2020**

- 75<sup>th</sup> anniversary since the liberation of Auschwitz-Birkenau
- 25<sup>th</sup> anniversary of the Genocide in Bosnia
- Memorial events took in County Durham (20-31 January)

## **How do we keep our environment safe, including roads and waterways?**

- 11 Both water safety forums, responsible for managing water safety in the city centre and countywide, continue to meet.
- 12 During quarter three, the City Safety Group (CSG) supported the 'be present at Christmas' public safety campaign which addressed key topics including water safety, road safety and alcohol/drug consumption related risks. The group also reviewed water safety related training and awareness for licensed premises. We expect to deliver new training in the first half of 2020.
- 13 A new multi-agency anti-social behaviour (ASB) group has been formed to address ASB issues within the city. Action to date includes additional neighbourhood wardens and police resources, work to support and reduce homelessness and the application of enforcement actions has been positively received by businesses and the public.
- 14 From a countywide perspective, actions required across open water locations are being prioritised ahead of peak 2020 periods. The review of coastal risk assessments, previously undertaken by the RNLI, has also started. It has been agreed that County Durham coastal locations and associated beaches will be reassessed in 2020.
- 15 During 2019 there was an increase in killed or seriously injured road traffic casualties. Although there are common factors of speeding and drink and drug driving, there are no particular reasons for this increase in terms of specific roads or junctions.

(e) How do we keep our environment safe including roads and waterways?

Road traffic accidents



<b>All casualties</b>	<b>Children</b>
<b>236</b>	<b>35</b>
17 fatalities	0 fatalities
219 injuries	35 injuries

Top 3 causes of road traffic accidents which resulted in injuries in County Durham\*

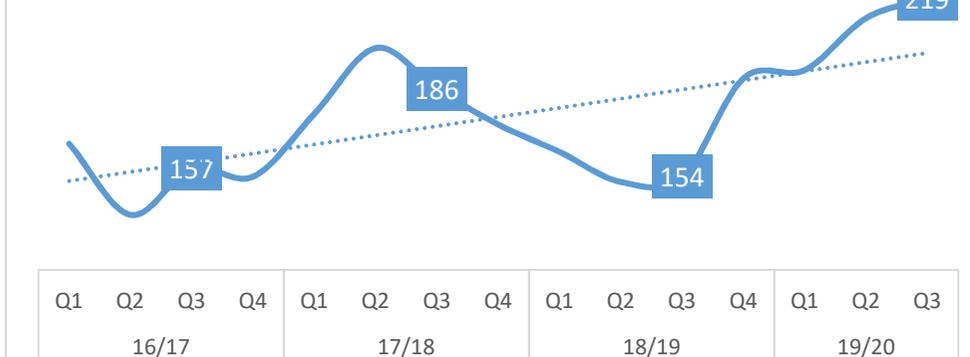
 <p><b>50%</b> Failure to look</p>	 <p><b>15%</b> Speeding</p>	 <p><b>6%</b> Drink Driving</p>
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\*North East Regional Road Safety Resources

Fatalities (rolling year)



Serious injuries (rolling year)



Road Safety Strategy in development with Scrutiny

Road Crossing in Chester-le-Street

Installation of a new traffic island and dropped kerbs on Picktree Lane, Chester-le-Street following concerns from local residents.

Allan's Road Safety Magic Show

Hundreds of youngsters from 10 schools were given road safety training with the help of spellbinding tricks, plenty of jokes and some catchy songs.



## Key Performance Indicators – Data Tables

There are two types of performance indicators throughout this document:

- (a) Key target indicators – targets are set as improvements can be measured regularly and can be actively influenced by the council and its partners; and
- (b) Key tracker indicators – performance is tracked but no targets are set as they are long-term and/or can only be partially influenced by the council and its partners.

A guide is available which provides full details of indicator definitions and data sources for the 2019/20 corporate indicator set. This is available to view either internally from the intranet or can be requested from the Strategy Team at [performance@durham.gov.uk](mailto:performance@durham.gov.uk)

### KEY TO SYMBOLS

	Direction of travel	Benchmarking	Performance against target
<b>GREEN</b>	Same or better than comparable period	Same or better than comparable group	Meeting or exceeding target
<b>AMBER</b>	Worse than comparable period (within 2% tolerance)	Worse than comparable group (within 2% tolerance)	Performance within 2% of target
<b>RED</b>	Worse than comparable period (greater than 2%)	Worse than comparable group (greater than 2%)	Performance >2% behind target

### National Benchmarking

We compare our performance to all English authorities. The number of authorities varies according to the performance indicator and functions of councils, for example educational attainment is compared to county and unitary councils however waste disposal is compared to district and unitary councils.

### North East Benchmarking

The North East figure is the average performance from the authorities within the North East region, i.e. County Durham, Darlington, Gateshead, Hartlepool, Middlesbrough, Newcastle upon Tyne, North Tyneside, Northumberland, Redcar and Cleveland, Stockton-On-Tees, South Tyneside, Sunderland. The number of authorities also varies according to the performance indicator and functions of councils.

More detail is available from the Strategy Team at [performance@durham.gov.uk](mailto:performance@durham.gov.uk)

## CONNECTED COMMUNITIES - SAFER

### Are children, young people and families in receipt of social work services appropriately supported and safeguarded?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
55	% of statutory referrals received by the First Contact Team or Emergency Duty Team processed within 1 working day	94.8 [4,319]	Apr-Dec 2019	Tracker	82.5 [3,256]					Yes
				N/a	<b>GREEN</b>					
56	% of statutory children in need referrals occurring within 12 months of a previous referral	31.8 [904]	Apr-Dec 2019	Tracker	21.1 [938]	21	21	19	2018/19	Yes
				N/a	<b>RED</b>	<b>RED</b>	<b>RED</b>	<b>RED</b>		
57	% of single assessments completed within 45 working days	94.1 [4,702]	Apr-Dec 2019	Tracker	78.1 [3,061]	83	83	84	2018/19	Yes
				N/a	<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>		
58	Rate of children subject to a child protection plan per 10,000 population aged under 18 [number of children]	41.6 [420]	as at 31 Dec 2019	Tracker	45.9 [471]	44	63	54	as at 31 Mar 19	Yes
				N/a	N/a	N/a	N/a	N/a		
59	Rate of children in need per 10,000 population aged under 18 (statutory L4 open cases) [number of children]	363.8 [3,677]	as at 31 Dec 2019	Tracker	379.6 [3,817]	334	445	391	as at 31 Mar 19	Yes
				N/a	N/a	N/a	N/a	N/a		
60	Rate of children at level 2 or 3 per 10,000 population aged under 18 (One Point open cases) [number of children]	182.8 [1,847]	as at 31 Dec 2019	Tracker	238.4 [2,397]					Yes
				N/a	N/a					
61	% of strategy meetings initiated which led to an initial child protection conference being held within 15 working days	89 [508 of 574]	Apr-Dec 2019	75	67.8 [368]	79	82	79	2018/19	Yes
				<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>		
62	% of Social Workers with fewer than 20 cases	59	as at Dec 2019	Tracker	49.1					Yes
				N/a	<b>GREEN</b>					
Page 3 71	% of Statutory Case File Audits which are given a scaling score of 6 or above	86.2	Oct-Dec 2019	80	80					Yes
				<b>GREEN</b>	<b>GREEN</b>					

## CONNECTED COMMUNITIES - SAFER

### Are we being a good corporate parent to Looked After Children?

Page 72 Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
64	Rate of children looked after per 10,000 population aged under 18 [number of children]	89 [899]	as at 31 Dec 2019	Tracker	83.1 [835]	65	101	94	as at 31 Mar 19	Yes
				N/a	N/a	N/a	N/a	N/a		
65	% of children adopted from care (as % of total children leaving care) [number of children]	11.3* [22 of 186]	Jul-Sep 2019	15	12.6 [21 of 167]	12	13	16	2018/19	No
				<b>RED</b>	<b>RED</b>	<b>RED</b>	<b>RED</b>	<b>RED</b>		
66	% of CLA who are fostered	78.2 [703]	as at 9 Jan 2020	Tracker	73.4 [613]	72	74	72	2018/19	Yes
				N/a	N/a	N/a	N/a	N/a		
67	% of external residential placements	4.2 [38]	as at 9 Jan 2020	Tracker	2.4 [20]					Yes
				N/a	N/A					
68	% of children looked after continuously for 12 months or more who had a dental check	74	as at 9 Jan 2020	Tracker	91.3	85	87	89	2018/19	Yes
				N/a	<b>RED</b>	<b>RED</b>	<b>RED</b>	<b>RED</b>		
69	% of children looked after continuously for 12 months or more who have had the required number of health assessments	84	as at 9 Jan 2020	Tracker	90.2	90	95	95	2018/19	Yes
				N/a	<b>RED</b>	<b>RED</b>	<b>RED</b>	<b>RED</b>		
70	Emotional and behavioural health of children looked after continuously for 12 months or more (score between 0 to 40)	14.0	2018/19	Tracker	15.5	14.2	14.1	14.0		No
				N/a	<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>	<b>GREEN</b>		
71	Average Attainment 8 score of Children Looked After	20.5*	2018/19	Tracker	24.8	18.9	20.8	19.5	2017/18 (academic year)	Yes
				N/a	N/a	<b>GREEN</b>	<b>AMBER</b>	<b>GREEN</b>		

## CONNECTED COMMUNITIES - SAFER

### Are we being a good corporate parent to Looked After Children?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
72	% of CLA achieving the expected standard in Reading, Writing and Maths (at KS2)	55*	2018/19	Tracker	39.5	36	47			Yes
				N/a	GREEN	GREEN	GREEN			
73	% of care leavers aged 17-18 in education, employment or training (EET)	60	Dec 2019	Tracker	85.9	64	63	63		Yes
				N/a	RED	RED	RED	RED		
74	% of care leavers aged 19-21 in education, employment or training (EET)	68	Dec 2019	Tracker	51.6	52	50	52		Yes
				N/a	GREEN	GREEN	GREEN	GREEN		
75	% of care leavers aged 17-18 in suitable accommodation	95	Dec 2019	Tracker	92.9	88	93	91		Yes
				N/a	GREEN	GREEN	GREEN	GREEN		
76	% of care leavers aged 19-21 in suitable accommodation	100	Dec 2019	Tracker	84.5	85	90	87		Yes
				N/a	GREEN	GREEN	GREEN	GREEN		

\*provisional data

## CONNECTED COMMUNITIES – SAFER

### How effective are we at tackling crime and disorder?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
77	First time entrants to the youth justice system aged 10 to 17 (per 100,000 population aged 10 to 17)	262	Apr 2018-Mar 2019	Tracker	253	238	332	251		No
				N/a	RED	RED	GREEN	RED		
78	Overall crime rate per 1,000 population	97.9	Jan-Dec 2019	Tracker	95.3					Yes
				N/a	RED					

## CONNECTED COMMUNITIES – SAFER

### How effective are we at tackling crime and disorder?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
79	Rate of theft offences per 1,000 population	20.9	Dec 2019	Tracker	27.7					Yes
				N/a	<b>GREEN</b>					
80	Proportion of all offenders who re-offend in a 12 month period (%)	30.6	Oct 2016-Sep 2017	Tracker	32	29.4	35.5			No
				N/a	<b>GREEN</b>	<b>AMBER</b>	<b>GREEN</b>			
81	Proven re-offending by young people (who offend) in a 12 month period (%)	46.3	Oct 2016-Sep 2017	Tracker	41.6	39.2	41.7			No
				N/a	<b>RED</b>	<b>RED</b>	<b>RED</b>			

## CONNECTED COMMUNITIES – SAFER

### How effective are we at tackling anti-social behaviour?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
82	Dealing with concerns of ASB and crime issues (%) by the local council and police	52.4	Sep 2019	Tracker	50.1			53.7		Yes
				N/a	<b>RED</b>			<b>RED</b>	June 2019	
83	Number of police reported incidents of anti-social behaviour	14,399	Jan-Dec 2019	Tracker	13,887					Yes
				N/a	<b>RED</b>					
84	Number of council reported incidents of anti-social behaviour	13,568	Oct-Dec 2019	Tracker	14,568					Yes
				N/a	<b>GREEN</b>					

## CONNECTED COMMUNITIES - SAFER

### How well do we reduce misuse of drugs and alcohol?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
85	% of successful completions of those in alcohol treatment	30	Mar 2018-Feb 2019*	28 <b>GREEN</b>	32 <b>RED</b>	37.9 <b>RED</b>				No
86	% of successful completions of those in drug treatment - opiates	6.3	Mar 2018-Feb 2019*	6 <b>GREEN</b>	5.5 <b>GREEN</b>	5.8 <b>GREEN</b>				No
87	% of successful completions of those in drug treatment - non-opiates	30.7	Mar 2018-Feb 2019*	26.4 <b>GREEN</b>	29.2 <b>GREEN</b>	34.5 <b>RED</b>				No
88	% of anti-social behaviour incidents that are alcohol related	13.1	Oct-Dec 2019	Tracker N/a	17.6 <b>GREEN</b>					Yes
89	% of violent crime that is alcohol related	32.3	Dec 2019	Tracker N/a	28.7 <b>AMBER</b>					Yes
90	Alcohol seizures	194**	Apr-Jun 2018	Tracker N/a	398 <b>GREEN</b>					No

\*with rep to August 2019

\*\*under review

## CONNECTED COMMUNITIES – SAFER

### How well do we tackle abuse of vulnerable people, including domestic abuse, child exploitation and radicalisation?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
61	Building resilience to terrorism (self-assessment). Score - level 1(low) to 5(high)	3*	2017/18	Tracker N/a	3 <b>GREEN</b>					No
62	No of individuals with a safeguarding referral for CSE (where recorded as 'victim')	270	Jul 2019-Dec 2019	Tracker N/a	New** N/a					Yes

\*under review \*\* New data source from the police

## CONNECTED COMMUNITIES - SAFER

### How do we keep our environment safe, including roads and waterways?

Page 76 Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
93	Number of people killed or seriously injured in road traffic accidents	236	2019	Tracker	163					Yes
	- Number of fatalities	17		N/a	RED					
	- Number of seriously injured	219			9					
94	Number of children killed or seriously injured in road traffic accidents	35	2019	Tracker	16					Yes
	- Number of fatalities	0		N/a	RED					
	- Number of seriously injured	35			0					

### Other Additional Relevant Indicators

## LONG AND INDEPENDENT LIVES

### Are children, young people and families in receipt of universal services appropriately supported?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
27	Alcohol specific hospital admissions for under 18s (rate per 100,000)	53.1	2015/16-2017/18	Tracker	56.2	32.9	62.7			No
				N/a	GREEN	RED	GREEN			
28	Young people aged 10-24 admitted to hospital as a result of self-harm (rate per 100,000)	350.1	2017/18	Tracker	400.8	421.2	458.0			No
				N/a	GREEN	GREEN	GREEN			

## LONG AND INDEPENDENT LIVES

### Are our services improving the health of our residents?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
41	Suicide rate (deaths from suicide and injury of undetermined intent) per 100,000 population	12.8	2016-18	Tracker	12.0	9.6	11.3			No
				N/a	<b>RED</b>	<b>RED</b>	<b>RED</b>			

## LONG AND INDEPENDENT LIVES

### Are people needing adult social care supported to live safe, healthy and independent lives?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
49	% of individuals who achieved their desired outcomes from the adult safeguarding process	94.9	Apr-Dec 2019	Tracker	95.7	92.4	93.9	93.5*	2018/19	Yes
				N/a	<b>AMBER</b>	Not comparable	Not comparable	Not comparable		

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**Safer and Stronger Communities  
Overview and Scrutiny Committee**

**20 March 2020**

**Refresh of the Work Programme  
2020/21**



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**Report of John Hewitt, Corporate Director of Resources**

**Electoral division(s) affected:**

None

**Purpose of the Report**

- 1 To provide Safer and Stronger Communities Overview and Scrutiny Committee (SSC OSC) with the opportunity to review and refresh the work programme for 2020/21.

**Executive summary**

- 2 A new shared County Durham Vision 2035 has been developed with partners around three strategic ambitions – ‘more and better jobs’, ‘long and independent lives’ and ‘connected communities’.
- 3 SSC OSC reviews its work programme each year and this year the work programme review is in the context of the new County Durham Vision 2035, Safe Durham Partnership Plan and regular performance reports.
- 4 The report provides information for members to note activity undertaken by the Committee during 2019/20 and enable discussion to suggest areas for review activity or agenda items to be included within the SSC OSC work programme for 2020/21.

**Recommendation(s)**

- 5 SSC OSC is recommended to:
  - (a) Note and comment on information within this report and that a further report detailing the SSC OSC work programme will be presented to the 22 June 2020 meeting.

## Background

- 6 The current overview and scrutiny committees work programmes focus on the priority areas identified within the context of the:
- Council Plan
  - Cabinet’s Notice of Key Decisions
  - Sustainable Community Strategy
  - Partnership plans and strategies
  - Performance and budgetary control data
  - Changes in government legislation
- 7 In October 2019, public, private and voluntary bodies jointly agreed a vision for County Durham. The vision sets out our strategic direction and what we would like to achieve over the next 15 years and contains three broad ambitions for the people of County Durham:
- More and better jobs
  - People live long and independent lives
  - Connected communities
- 8 Overview and scrutiny work programmes will reflect the three ambitions and focus on key questions for improving performance.

## SSC OSC Work Programme

- 9 In addition to providing a scrutiny role for activity of the council, SSC OSC is the designated Crime and Disorder Committee for the purposes of Part 3 of the Police and Justice Act 2006. The Committee is therefore responsible for scrutinising the work of the Safe Durham Partnership.
- 10 At its meeting in January 2020, the Committee responded to consultation of the draft Safe Durham Partnership Plan. Following publication of the plan, the Committee’s work programme is to accommodate associated actions within the plan.
- 11 During 2019/20 the Committee has undertaken review activity, systematic review of progress on recommendations from previous scrutiny reviews, responded to consultations, undertaken performance monitoring and considered overview presentations and reports in relation to the following areas:
- (a) Scrutiny Review
- (i) Road Safety Strategy

- (ii) Children’s Residential Care Homes (Joint review with Children and Young People’s Overview and Scrutiny Committee).
- (b) Systematic Review
  - (i) Arson and Deliberate Secondary Fire in East Durham
  - (ii) Cybercrime
- (c) Overview activity
  - (i) Domestic Abuse
  - (ii) Open Water Safety and City Safety Group
  - (iii) Alcohol and Drug Harm Reduction Strategy Group
  - (iv) County Durham Youth Justice Service – Youth Justice Plan 2019-2021
  - (v) Modern Slavery
  - (vi) Drug and Alcohol Recovery Service
  - (vii) Counter Terrorism and Security Act 2015
  - (viii) Consumer Protection Enforcement and Intervention Activity
  - (ix) Quarterly Performance Reports
  - (x) Police and Crime Panel activity
- (d) Consultations
  - (i) County Durham and Darlington Fire and Rescue Services Integrated Risk Management Plan – Three Year Consultation
  - (ii) Draft Safe Durham Partnership Plan 2020-2025
  - (iii) County Durham and Darlington Road Safety Strategy

## **Police and Crime Panel**

- 12 The Committee has a joint working arrangement with the Durham Police and Crime Panel (PCP) that is crucial to provide a communication between the PCP and the Committee. This arrangement includes receiving update reports from the PCP at each Committee meeting and prior to undertaking an in-depth study into a crime and disorder issue,

discussion takes place between both the Chairs of the PCP and Committee and Secretariat to avoid duplication of effort and resources.

## **Areas for consideration in the SSC OSC Work Programme**

- 13 Paragraph 11 of this report identifies activity undertaken by the Committee during 2019/20. The Committee has identified a number of these areas for further progress reports and will need to be included in the committee's work programme for 2020/21.
- 14 With regard to review activity, work is ongoing with development of a road safety strategy. Within this context and to ensure all review activity is completed in advance of the term of this Council, it is suggested to conclude activity on development of the road safety strategy and to also hold focussed sessions on specific areas of the Safe Durham Partnership Plan. The aim with the focussed sessions will be to provide challenge or identify recommendations to the Safe Durham Partnership Board, respective Cabinet Portfolio holders or Cabinet on delivery of each of these actions. This activity will also contribute to a scheduled refresh of the plan in 2021.

## **Main implications**

### *Crime and Disorder*

- 15 Information with this report aims to contribute to activity to reducing crime and disorder within the county.

## **Conclusion**

- 16 The report and attached appendices provide information for members to note and comment on activity undertaken during 2019/20 and suggest areas to consider for review activity or agenda items within its work programme for 2020/21.

## **Background papers**

- None

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**Contact:** Jonathan Slee

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## **Appendix 1: Implications**

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### **Legal Implications**

None

### **Finance**

None

### **Consultation**

None

### **Equality and Diversity / Public Sector Equality Duty**

None

### **Climate Change**

None

### **Human Rights**

None

### **Crime and Disorder**

Information with this report aims to contribute to activity to reducing crime and disorder within the county

### **Staffing**

None

### **Accommodation**

None

### **Risk**

The Overview and Scrutiny work programme is an important element of the Council's governance and risk management arrangements.

### **Procurement**

None

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**Safer and Stronger Communities  
Overview and Scrutiny Committee**

**20 March 2020**

**Police and Crime Panel**



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**Report of John Hewitt, Corporate Director of Resources**

**Electoral division(s) affected:**

Countywide

**Purpose of the Report**

- 1 To provide Members of the Safer and Stronger Communities Overview and Scrutiny Committee with progress of the Police and Crime Panel (PCP) for the Durham Constabulary Force area.

**Executive summary**

- 2 The report provides Members of the Committee with an update of agenda items presented to the Panel's meeting on 6 February 2020.

**Recommendation**

- 3 Members of the Committee are asked to note information contained within this report.

## Background

- 4 The Panel's agenda included the following items:
  - (a) Precept 2020/21
  - (b) Revenue & Capital Budgets 2020/21 Medium Term Financial Plan 2020/21 to 2023/24 Revenue & Capital Budgets 2019/20 Quarterly Performance Report
  - (c) Transforming Probation
  - (d) PCVC Decision records
  - (e) Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) Overview of 2020 and updates on current items
- 5 A copy of the agenda and reports for Panel's meeting can be accessed from the following link  
<https://democracy.durham.gov.uk/ieListDocuments.aspx?CId=872&MIId=11431&Ver=4>

## Precept

- 6 In accordance with the Police Reform and Social Responsibility Act 2011, the panel considered and subsequently agreed the Acting PCVC's precept proposal for 2020/21.

## Revenue & Capital Budgets 2020/21 Medium Term Financial Plan 2020/21 to 2023/24 Revenue & Capital Budgets 2019/20

- 7 The Panel received a report presented by Gary Ridley, Chief Finance Officer, Office of the PCVC that provided details of the proposed Revenue & Capital Budgets 2020/21 Medium Term Financial Plan 2020/21 to 2023/24 and Revenue and Capital Budgets 2019/20.

## Transforming Probation

- 8 The Panel received a presentation from Jeanne Trotter, Head of Policy, Office of the PCVC that provided the panel with an update on the transformation of probation services within England and Wales. The presentation illustrated arrangements for probation services to be delivered by the National Probation Service from April 2021 through 11 regions with the North East region covering the Police and Crime Commissioner areas of Durham, Cleveland and Northumbria.

## **PCVC Decision records**

- 9 The Panel considered a report detailing the PCVC's decision records that have been undertaken since the panel's previous meeting and a forward plan of decisions. A copy of the decision record is available from the Office of the PCVC's website.

## **Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) Overview of 2020 and updates on current items**

- 10 The Panel noted a report presented by the Acting PCVC that provided an update on the HMICFRS inspection landscape for 2020 and recent County Lines and Child Protection inspections.

## **Main implications**

### *Crime and Disorder*

- 11 Information with this report aims to contribute to objectives within the existing Council Plan and Safe Durham Partnership plan to reducing crime and disorder.

## **Conclusion**

- 12 The attached provides the Committee with a summary of agenda items considered at the Panel's meeting 6 February 2020.

## **Background papers**

- None

## **Other useful documents**

- None

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**Contact:** Jonathan Slee

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## **Appendix 1: Implications**

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### **Legal Implications**

The report makes reference to the panel's responsibilities within the Police Reform and Social Responsibility Act 2011.

### **Finance**

The report provides information on the Panel's role to consider the PCVC's precept for 2020/21

### **Consultation**

The report includes information feedback from the OPCVC's precept consultation.

### **Equality and Diversity / Public Sector Equality Duty**

None.

### **Human Rights**

None.

### **Climate Change**

None.

### **Crime and Disorder**

Information with this report aims to contribute to objectives within the existing Council Plan and Safe Durham Partnership plan to reducing crime and disorder.

### **Staffing**

None.

### **Accommodation**

None.

### **Risk**

None.

### **Procurement**

None.